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A DISTRICT COURT MARTIAL.

HELD TO-DAY.

CHARGES AGAINST TWO HEAVY BATTERY MEN.

PLEA OF "NOT GUILTY."

A District Court Martial was held in Victoria Barracks this morning.

The Court was composed of Major G. R. Pendergast, 1st Queen's Royal Regiment, (President), Capt. P. Perfect, K.O.S.B., and Lieut. K. W. Morris Jones, R.A.

There were two accused, namely: Gunner William Edward Shipley, 20th Heavy Battery, R.A., L/Bdr. Benjamin Cotton, 31st Heavy Battery, R.A.

The case against Gunner Shipley was taken first. He was charged with (1) absconding himself without leave on August 15, in that he was absent from Tattoo roll call at Stonecutters, and continued to be absent until he was apprehended at 10.45 p.m., on the same date in the vicinity of the Star Ferry wharf, Hong Kong; and (2) resisting a Military escort which tried to apprehend him for alleged drunkenness.

Accused pleaded "not guilty" to both charges. The Prosecuting Officer was Capt. W. J. Stopford, 20th Heavy Battery, R.A., whilst the accused's "friend" was Capt. H. B. Le Gros, H.K.S., R.A.

On the application of the defending Officer, evidence in the two charges was taken separately.

L/Bdr. Neres, 20th Heavy Battery, R.A., who was Battery Orderly at Stonecutters on August 15, gave evidence that accused was absent when witness called the roll at 10 p.m.

In the accused's company at the time were L/Bdr. Cotton, and a civilian whom the witness afterwards found out was Warder Hodge. At the conclusion of the case for the prosecution, Capt. Le Gros, who did not question any of the witnesses, submitted that he had no case to answer as no evidence had been given to show that accused had no right to be absent.

After a short adjournment, the Court decided to recall L/Bdr. Neres who deposed that accused did not have a pass on that date. Witness had the late leave list in his possession, and accused's name did not appear on that list.

After this evidence had been taken, the Court adjourned until 2 p.m.

ON SUPERVISION.

EX-CONVICT FAILS TO REPORT.

FINED TO-DAY.

At Kowloon Court this morning, before Mr. W. Schofield, Leung Wai, alias Leung Wahing, was charged, with failing to report to the police while on a twelve months' supervision.

Defendant said that he had been several months in Canton. He left the Colony on January 17 and did not report to the police, as he had intended.

When asked by the magistrate why he did not report this month, defendant failed to give a satisfactory reply. Inspector Fallon informed the magistrate that he found the defendant in Canton-road. He was arrested and when at the station said that his belongings were being kept by a friend who resided at No. 41 Austin-road. On going to the flat in question, the report book was found among a heap of his "rubbish."

The magistrate said defendant had not made any effort to report to the police, and fined him \$75, with the alternative of two months' hard labour.

St. Pancras electricity department had a profit of \$47,348, compared with \$18,389 and \$31,489 in the two previous years, and West Ham a gross profit of \$174,444, against \$155,358 the previous year.

GEARY IS CHOSEN FOR ENGLAND.

THE TEST TEAM.

THE 17 PLAYERS PICKED UP TO GO TO AUSTRALIA.

JUPP STANDING BY.

London, Yesterday. Geary completes the English cricket team to tour Australia and Jupp will go if a vacancy occurs before the team sails.

[G. Geary (Leicestershire) is a bowler of more than average ability and was a member of the M.C.C. team that went to South Africa last year. He has been out of the game of late owing to an injured arm.]

Already Selected.

The following had already been selected:

A. P. F. Chapman (Kent), captain, J. C. White (Somerset), vice-captain, D. R. Jardine (Surrey), Hobbs, J. B. (Surrey), Sutcliffe, H. (Yorkshire), Tyldesley, E. (Lancashire), Hammond, W. R. (Gloucestershire), Tate, M. W. (Sussex), Leyland, M. (Yorkshire), Larwood, H. (Notts), Ames, L. (Kent), wicket-keeper, Hendren, E. (Middlesex), Mead, C. P. (Hampshire), Duckworth, G. (Lancashire), wicket-keeper, Staples, S. J. (Notts), Freeman, A. P. (Kent).

The following shows the seasons in which those chosen have played in Tests against Australia:

In England.
A. P. F. Chapman: 1926, being skipper in the last and deciding match which gave England back the Ashes.
J. C. White: 1921.
Hobbs: 1909, 1912, 1921, 1926.
Sutcliffe: 1926.
Tyldesley: 1921, 1926.
Tate: 1926.
Larwood: 1926.
Hendren: 1921, 1926.
Mead: 1921.

In Australia.

A. P. F. Chapman: 1924/5, Hobbs: 1907/8, 1911/12, 1920/1, 1924/5.
Sutcliffe: 1924/5.
Hendren: 1920/1, 1924/5.
Mead: 1911/12.
Freeman: 1924/5.
D. R. Jardine, Hammond, Leyland, Ames, Duckworth, and Staples are new to Test cricket against the Australians.

J. C. White, Tyldesley and Larwood have played at Home but not in Tests in Australia. Hammond, of course, is the great all-rounder of the side.

J. C. White, Tate, Larwood, Staples and Freeman have been chosen for their bowling. Ames is good batsman as well as a stumper; Duckworth not so much of a batsman but a good wicket-keeper nevertheless.

A. P. F. Chapman, D. R. Jardine, Hobbs, Sutcliffe, Tyldesley, Hammond, Leyland, Hendren and Mead are expected to make runs.

The Dates.
The M. C. C. have made a new departure in selecting the team comparatively early, possibly in response to suggestions that those who are to go should know early.

The Test programme is as follows:—
First, Nov. 30, at Brisbane.
Second, Dec. 14, at Sydney.
Third, Dec. 29, at Melbourne.
Fourth, Feb. 4, at Adelaide.
Fifth, March 8, at Melbourne.
There will be twenty other fixtures, some of two days, some three, and some four.

In 1924/5 overs in all matches consisted of 8 balls. In the Tests of 1928/9, Test overs will be of 6 balls, those in other matches of 8.

FRENCH FLIERS.

COSTES & LE BRUX HONOUR-ED BY U.S.A.

THE FLYING CROSS.

Paris, Yesterday. The American Ambassador has presented to Costes the American Distinguished Flying Cross for his world flight and a similar cross will be presented to Le Brux when he returns to Paris.

WHAT HALDANE'S WILL REVEALS.

A NOTABLE BEQUEST.

\$1,000 LEFT TO GOETTINGEN UNIVERSITY.

HOME INSTITUTIONS ALSO.

London, Yesterday. The will of the late Lord Haldane is notable for a bequest of \$1,000 to Goettingen University.

Lord Haldane studied philosophy at Goettingen University and, later in life, at a gathering in England, he referred to the spiritual influence which a certain great man at that university had had upon him. This remark appears to have been misinterpreted, Lord Haldane being reported as having spoken of Germany as his "spiritual home" and, as is well known, he suffered much unpopularity during the late war in consequence.

Lord Haldane makes bequests also to Edinburgh University, Bristol University and other educational institutions in Great Britain.—British Wireless Service.

IN SHANGHAI.

NATIONALIST PUBLICITY OFFICE.

A PROTEST.

Shanghai, To-day. A Nationalist news agency states: that the report that the Shanghai office in Jinkee-road of the intelligence and publicity department of the Ministry of Foreign Affairs has been searched and closed by order of the S.M.C. is unfounded. The offices of the department are still open and are functioning.

The Commissioner for Foreign Affairs has lodged a strong protest with the Consular Body concerning the seizure by police of anti-Japanese literature found in the office.—Reuter.

INDIA'S POLITICS.

WHAT THE ALL-PARTIES CONFERENCE DEMANDS.

DOMINION STATUS.

Lucknow, Yesterday. The All Parties Conference are unanimously demanding a form of government of responsible and popularly elected legislative bodies and a system not lower than Dominion status.

Sir Tej Bahadur Sapru, an ex-law member of the Government of India, declared that there was no difference between dominion status and responsible government.—Reuter.

CRUELTY CHARGE.

CASE AT INSTANCE OF S. P. C. A.

CHINESE FINED.

That the defendant had never been before the Court for the offence committed was the statement made at the Kowloon Court to Mr. W. Schofield this morning by Mr. J. O'Brien, Inspector for the S.P.C.A., who prosecuted in a case in which a Chinese was charged with cruelty to animals.

Evidence for the prosecution indicated that 5 pigs were landed at the Yau-mat Railway Station from the 11.30 down train yesterday morning. They were all in separate crates. One of the animals in question was bleeding badly at the legs as a result of cuts. The defendant was arrested and taken to the Mongkok police station, where he admitted the offence.

Defendant stated in Court that he had brought the animals from the New Territories. In answer to the magistrate, Inspector O'Brien said, that defendant had been engaged in this business for some years. He was employed by the Pin Shing-long company. One of defendant's folk had only just recently been convicted for a similar offence.

A fine of \$10 was imposed.

The British Drama League gave a tea party at the Drama League Library, Adelphi-terrace, Strand, to members of the Drama League of America, who were on a theatre tour of Europe.

LOCAL DOCKYARD CHANGES.

MEN LEAVING.

PRESENTATION TO MR. TOM FOSTER AT D. R. C.

THE RELIEFS.

At the Dockyard Recreation Club last evening the members of the Dockyard staff gathered in force to bid farewell to Mr. Tom Foster, of the Chief Engineers Dept., who is leaving H. M. Dockyard Hong Kong on Saturday next, having been appointed to Portsmouth Dockyard on relief.

Mr. J. Magill, of the Chief Engineers Dept., occupied the chair, and Mr. W. Sayers, of the same Dept., presented Mr. Foster with a

SOME RAIN.

East winds, moderate, generally overcast, occasional rain, is the official weather forecast until noon to-morrow.

The typhoon is about 100 miles east of Nagasaki, moving northward. A trough of low pressure extends from N. Indo-China to Far East of the Philippines.

handsome silver rose bowl on behalf of his many friends in the Dockyard, who wished their departing clubmate all good luck and happiness in his new appointment.

Mr. Foster, responding in happy vein, was given a most enthusiastic reception.

A small musical programme contributed to by Messrs:—R. Taylor, W. Pearce, F. Wynne and other old friends made the occasion a pleasant one. The usual cheers and a "Tiger," with "Auld Lang Syne" preceded "The King," after which general business again proceeded in the Club Room.

Mr. Foster is also a well known and popular member of the Kowloon Bowling Green Club.

Other departures from the Naval Yard this week include Mr. J. McQueen, Constructor, who has been appointed to a Home Yard on relief, Mr. W. J. Rundell, 2nd Grade

OCCUPIED!

Troops in Foreign Concessions.

Chinking, Yesterday. A certain amount of alarm has been occasioned by the occupation of foreign property in the Concessions by Chinese troops of the 46th Army. A protest has been lodged with the Commissioner of Foreign Affairs and early evacuation may result.—British Naval Wireless.

Clerk, Chief Engineer's Dept., who is appointed to Devonport Dockyard on relief, and Mr. W. Payne, Inspector, Chief Constructor's Dept. appointed to the Admiralty on termination of temporary service.

Mr. Mathias, Constructor, is joining the local Yard vice Mr. McQueen and Mr. A. Biggs. 2nd Grade Clerk joins the Naval Yard vice Mr. W. J. Rundell this week.

MURDER?

"WANTED" CHINESE IN COURT.

FATE OF A BOY.

Tsang Yu, a man allegedly "wanted" by the Canton Government was brought before Mr. R. E. Lindsell this morning to face two charges (1) kidnapping a boy named Kwan Wal at Kau Kong, Chinese territory, last year and (2) murdering the boy in a pirate lair. On the application of the Acting Director of Criminal Investigation, M. T. Murphy, prosecuting, the case was adjourned until August 6. The Canton Government has applied for the extradition of the defendant.

NEW U.S. CRUISERS.

TWO MORE TO BE READY NEXT YEAR.

Washington, Yesterday. It is announced that the first two of the eight United States cruisers exceeding 10,000 tons, at present being constructed, will be launched in the spring of 1929 and commissioned in July, 1929.—Reuter.

JOHN HILL WINS TITLE.

"FLY" CHAMPION.

"NEWSBOY" BROWN OF AMERICA LOSES ON POINTS.

TEDDY BALDOCK'S VICTORY.

London, Yesterday. Johnny Hill beat "Newsboy" Brown (America) on points for the flyweight championship of the world at the Clapton open-air Stadium.

Hill was cleverer and speedier throughout and scored with beautiful lefts. He quickly gained the lead on points. The American was unable to fathom the Scot's science and was boxed out over the majority of the rounds.

There were amazing scenes when before a record crowd of 50,000 Teddy Baldock beat Johnny Brown in the second round, the latter's seconds throwing in the towel.—Reuter.

RIOTING IN RIGA.

THREE DEATH SENTENCES COMMUTED.

SOCIALISTS SUPPRESSED.

Riga, Yesterday. The death sentences of three of the condemned men have been commuted. A fourth condemned man, named Kornilovich, ex-Chief of Frontier Guards, will be executed.

Acting on instructions of the Minister of the Interior, the police have suppressed the Independent Socialist and Communist Party, who had proclaimed a general strike on August 22, which led to rioting in the capital.

The Court of Appeal will decide whether the ministerial action can be upheld.—Reuter.

U.S. MERGER.

UNITED CIGAR STORES AND SCHULTE'S STORES.

BIG RETAIL CHAIN.

New York, Yesterday. It is rumored in Wall-street that negotiations are in progress for a merger between the United Cigar Stores Company of America and the Schulte Retail Stores Corporation, which will bring together the largest chain of retail tobacco organizations in the country.

The United Cigar Stores has monthly sales of \$35,000,000 and the Schulte \$2,000,000.—Reuter's American Service.

DISASTER IN ITALY.

HAILSTORMS & HURRICANE IN LOMBARDY.

6 KILLED: 100 INJURED.

Monza, Lombardy, Yesterday. Six passengers were killed and over 100 injured, in a hailstorm between Monza and Legnano. Enormous hailstorms and hurricane caused heavy damage. A small tower of the cathedral and many chimneys and telegraph wires were blown down while many buildings collapsed at Fosati.—Reuter.

JAPAN'S "REDS."

PRELIMINARY TRIAL OF FORTY.

35 FOUND GUILTY.

Fukuoka, Yesterday. The preliminary trial of forty Communists has been concluded here. Thirty-five were found guilty of violation of the law for the maintenance of peace and order. The defendants, who it appears distributed Communist pamphlets and posters during the General Election in February, will be tried publicly in the near future.—Reuter.

BIG ACTION.

11 STEAMSHIP COMPANIES QUE U.S. GOVERNMENT.

New York, Yesterday. Eleven steamship companies, including the Cunard Company, are suing the United States Government for \$1,650,000 to cover losses sustained through alleged improper rejection of immigrants.—Reuter's American Service.

A SHIP WITHOUT ENGINEERS.

"ALL-ELECTRIC."

"BRUNSWICK'S" TRIALS ON THE CLYDE.

STEERS AUTOMATICALLY.

London, Yesterday. The remarkable new all-electric ship, "Brunswick," of 9,000 tons for the Atlantic Oil Shipping Company of Philadelphia, ran her trials on the Clyde.

She is the largest ship of her type yet built. The captain's bridge is an amazing place from whence the vessel can be operated by one person at the switch-board.

The ship is steered automatically and does not require engineers to start or stop the Diesel engines. Once the course is set she requires no further attention.—Reuter.

THE PEACE ACT.

SOUTH AMERICAN STATES JOIN IN.

COPY FOR CHINA.

Washington, Yesterday. Cuba, Bolivia and Peru have notified the State Department of their intention to adhere to the Kellogg Pact.

Brazil's Congratulations.

Rio de Janeiro, Yesterday. Replying to the United States invitation to adhere to the Kellogg Pact, the Brazilian Government congratulates the United States and other signatories, "All the more since the principles laid down in the Pact, even before they are engraved in the text of the Republic's Constitution, are already engraved in the conscience of the Brazilian people, who never in any circumstances will fail in them." The note concludes by "duly noting" the invitation.

Buenos Aires, Yesterday. The United States has invited Argentina to adhere to the Pact.

Soviet Criticism.

Moscow, Yesterday. The Soviet Press emphasises that the Pact does not remove the contradictions dividing the different countries, and in no way prevents the growth of armaments.

For China's Nationalists.

Shanghai, Yesterday. Mr. E. S. Cunningham has sent to Mr. C. T. Wang a copy of the Peace Pact, signed in Paris on August 27, with a covering letter. He has the honour, he says, formally to communicate the text for the consideration and approval of the Nationalist Government. Referring to the clause concerning ratification, the Charge d'Affaires points out that it is provided that the Pact shall be open to the adherence of all other Powers. The United States Government will be happy at any time to receive appropriate notices of adherence from any Power desiring to participate in the treaty.

For Ireland.

Paris, Yesterday. Mr. Kellogg and Mr. Cosgrave left by special train for Havre, where they will embark on the United States cruiser "Detroit" for Ireland. Mr. Kellogg is returning Mr. Cosgrave's visit to the United States, which was made earlier in the year.

Greece Adheres.

Athens, Yesterday.

It is officially announced that Greece will adhere to the Kellogg Pact.

Rhineland Not Mentioned.

Brussels, Yesterday. M. Hyman, the Foreign Minister, on his return from signing the Pact in Paris, declared that the question of the evacuation of the Rhineland was not mentioned in his talks with Dr. Stresemann and other statesmen in Paris.

Hungary's Contention.

Budapest, Yesterday. The Hungarian newspapers comment upon the invitation to Hungary to adhere to the Kellogg Pact is not enthusiastic. They declare the Pact is only effective if its signature is followed by the abolition of existing injustices regarding which they allege that Hungary's wartime adversaries are hostile towards Hungary and are treating Hungarian minorities contrary to the Peace Treaty.—Reuter.

ONE MORE AIR TRAGEDY.

FAMOUS U.S. FLIERS.

MERRILL AND RONDE FOUND KILLED.

IN LINDBERGH'S MACHINE.

New York, Yesterday. After a State-wide search in which the dirigible "Los Angeles" had just been ordered to participate, the bodies of M. Merrill and Edwin Ronde, the chiefs, respectively, of the Curtiss Flying Service and of Buffalo Airport, were found in a wilderness near Port Jervis, beside the charred wreckage of Lindbergh's 600 horse-power machine.

Lindbergh did not accompany them.—Reuter's American Service.

GREAT VIOLINIST.

CECILIA HANSEN'S DEBUT IN HONG KONG.

SPLENDID PERFORMANCE.

Artistically, Hong Kong folks are somewhat simple souls. Particularly is this the case with regard to classical music. In its grandeur we are inclined to lose our grip, to wonder what it is all about, concluding, in our ignorance, that it is largely "sound and fury signifying nothing." Perhaps that is why, in the Theatre Royal last night, Miss Cecilia Hansen's large audience did not appear to be thoroughly appreciative of her very able performance, until she played much that was melodious and of exquisite harmony. The great artist quickly divined this, and gave us (chiefly in response to calls of "encore") some comparatively simple things, suitable for simple souls, such as the "Hungarian Dance" and "Foupee Valsante."

A very great artist indeed is our Danish visitor—quite one of the best musicians we here in Hong Kong have ever heard. Miss Hansen's interpretation of such strictly classical compositions as Vitali's "Giaccona" and the Tchaikowsky "Concerto in D Major" revealed more of the marvels of her wonderful technique than of real sympathy with the composer's aim. Not that she failed to interpret ably. She played the composition most artistically, lacking only in that depth that marks the outstanding master. The Correll-Kreiser item "La Folie" was very charmingly performed, as also—and even more particularly—so—Kreiser's "Recitative and Scherzo" for violin only. The piece with which Miss Hansen concluded her programme was Bazzini's "Ronde des Lutins" (which Heifetz plays so magnificently) revealed Miss Hansen as unmistakably one of the world's first rate violinists. The audience was quick to note the supreme quality of the performance and applauded vigorously. But obviously it was the simpler, more charmingly sentimental, pleasingly emotional pieces that appealed to most of the audience. Such compositions Miss Hansen can play exquisitely. In her programme for to-morrow night, it is to be hoped that she will include a few.

It may be permissible to say that Miss Hansen's platform appearance is charming and that she has a very attractive personality.

At the piano, Mr. Boris Zakharoff accompanied admirably. He too is a fine artist; and his part of the programme was very enjoyable.

DARING AFFAIR.

ATTEMPT TO THROW WOMAN OVERBOARD.

An attempted murder on board a vessel has been reported to the police.

Captain Thomson, master of the s.s. "Lungshan," reported that at midnight of August 29, while the vessel was on her way from Canton to Hong Kong, a passenger named Chan, 15-chong, attempted to commit murder by throwing a woman passenger, named Sew Fook-mut, overboard.

This would-be murder was arrested.

Recruits to the territorials during June numbered 4

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TO LET.—In Causeway Bay, top floor, No. 2B, Dragon-terrace, 4 rooms, bath-room, hot and cold water, water closet, servants' quarters, etc.—Apply M. C. CHOW, c/o Clark & Co. Architects & Civil Engineers, No. 10, Des Voeux-road Central.

FAMILY HOTEL.—Victoria Gardens. Quiet APARTMENTS and SUITES of rooms. Full board from \$95, \$110, \$130 monthly, large commodious rooms, also daily rates; five minutes from Ferry, next new Hotel, Hankow Road, Kowloon. Tel. No. K. 857.

TO RENT.—7, Middle Rd., Kowloon, near Peninsula Hotel. Furnished rooms, private baths, geysers, verandahs facing harbour; suit gentlemen; board if desired, or breakfast only.

TUITION GIVEN.**SPECIAL PHYSICAL CULTURE CLASS.**

M^{rs} BARONELLI, ARTISTE.—School of dancing for children and adults. Special Physical Culture class for Stout and Stiff Ladies. Address 31, Ashley Road, Kowloon (Back of Star Theatre).

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MISCELLANEOUS

YOUR VISITING CARDS neatly and promptly printed. "China Mail" Office, No. 38, Wyndham St., Telephone Central 22.

PUBLIC AUCTIONS.

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 3rd day of September, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.		Boundary Measurements.		Contents in Sq. ft.		Annual Rent.	
No. of Lot.	Locality.	N.	S.	E.	W.	ft.	ft.
1	At junction of On Yuen Street and Pui Ho Street, Kowloon.	ft.	ft.	ft.	ft.	101,900	1,114
As per sale plan.						101,900	1,114

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 3rd day of September, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Prince Edward Road, Kowloon, in the Colony of Hong Kong for a term of 75 years with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.		Boundary Measurements.		Contents in Sq. ft.		Annual Rent.	
No. of Lot.	Locality.	N.	S.	E.	W.	ft.	ft.
1	Kowloon Island Lot No. 1131, Prince Edward Road, Kowloon.	ft.	ft.	ft.	ft.	101,900	1,114
As per sale plan.						101,900	1,114

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 3rd day of September, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui, in the Colony of Hong Kong for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.		Boundary Measurements.		Contents in Sq. ft.		Annual Rent.	
No. of Lot.	Locality.	N.	S.	E.	W.	ft.	ft.
1	New Kowloon Island Lot No. 1131, at junction of Chung Sha Wan Road and Pui Ho Street, Kowloon.	ft.	ft.	ft.	ft.	6,912	5
As per sale plan.						6,912	5

LAMMERT BROS.

AUCTIONEERS, APPRAISERS AND SURVEYORS.

Public Auctions.

THE Undersigned have received instructions to sell by Public Auction

ON MONDAY, the 3rd September, 1928, commencing at 11 a.m.

at No. 5, Chatham Road, Kowloon.

A Quantity of VALUABLE HOUSEHOLD FURNITURE.

(Particulars from Catalogue.) On View from Sunday, the 2nd September, 1928.

Terms:—Cash on delivery.

LAMMERT BROS.

Auctioneers.

Hong Kong, 30th August, 1928.

MARTIN'S PILLS

ADOLPH & STEEL

30, Des Voeux Road, Hong Kong.

NOTICES.

NETHERLAND CONSULATE GENERAL.

IN Commemoration of the Anniversary of the Birthday of Her Majesty the Queen of the Netherlands, the Consul General will be AT HOME at the Consulate, Asia Building, on FRIDAY, the 31st of August, between 11 a.m. and noon.

HONG KONG TELEPHONE CO., LTD.

NOTICE OF INTERIM DIVIDEND

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of Four per cent. (4%) on the nominal amount per share paid up (i.e., Forty cents per share on the shares of the Company \$10 fully paid-up; and Ten cents per share on the shares \$250 paid-up) for the six months ended 30th June, 1928, will be paid on WEDNESDAY, the 12th day of September, on which date Dividend Warrants may be obtained on application at the Registered Office of the Company, Exchange Building, 4th floor. The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 7th September to TUESDAY, the 11th September (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors.

C. G. COPLEY,
Acting Secretary.
Hong Kong, August 28th, 1928.

HONG KONG CRICKET LEAGUE.

THE ANNUAL MEETING will be held at the Sanitary Board Room, Post Office Building (by kind permission) on MONDAY, 3rd SEPTEMBER at 5.15 p.m.

A. A. RUMJAHN,
Hon. Secretary.
Hong Kong, 28th August, 1928.

HONG KONG FOOTBALL ASSOCIATION.

CLUB SECRETARIES are reminded that August 31st is the last day for which application for affiliation for the ensuing year can be accepted.

W. E. HOLLANDS,
Hon. Secretary.
Hong Kong, 23rd August, 1928.

HONG KONG AMATEUR FOOTBALL LEAGUE.

CLUB SECRETARIES desirous of entering teams in the above League for this season are reminded that entries close on the 31st August. Entrance fee \$20 for each team to accompany the application.

W. E. HOLLANDS,
Hon. Secretary.
Hong Kong, 23rd August, 1928.

HONG KONG FOOTBALL ASSOCIATION.**REFEREES AFFILIATION.**

REFEREES wishing to affiliate to the above Association for the ensuing year, should apply to the undersigned for the necessary form.

W. E. HOLLANDS,
Hon. Secretary, H.K.F.A.
Hong Kong, 23rd August, 1928.

HONG KONG FOOTBALL CLUB.**NOTICE OF MEETING.**

THE 41ST ANNUAL GENERAL MEETING OF MEMBERS will be held in the BOARD ROOM of Messrs. Jardine, Matheson & Co., Ltd. (by kind permission), on FRIDAY, 31ST AUGUST, 1928, at 6.30 p.m.

BUSINESS:—
Passing of Annual Report and Statement of Accounts.
Election of Officers.

To consider any Business in the interest of the Club.

W. PRYDE,
Acting Hon. Secretary.
Hong Kong, 29th August, 1928.

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LUNATICS AT LARGE.

ASYLUM BURNED & 350 INMATES GAIN FREEDOM.

HOMICIDAL MANIACS.

New York.—Three hundred and fifty insane persons, fifty of them afflicted with homicidal mania, are at large near Nashville, Tennessee, through the burning of the State Hospital for the Insane.

The asylum was crowded with nearly 1,300 inmates, and when the fire destroyed the two upper floors there were terrifying scenes as the screaming and fighting patients struggled to escape.

The building was evacuated without casualties, although the inmates were forced to stand for hours in the asylum courtyard in pouring rain, clad only in their night-clothes.

Driven to frenzy by suffering, the shouts of the guards, the terror of the crumbling walls, and the fierce flames, half the patients broke through the police lines and scattered in all directions. All the records of the asylum have been destroyed, and it is impossible to determine the names of those at large. A special guard of police has been thrown around a wide area in the vicinity of the asylum, and all persons are warned of the danger of the lurking madman.

YOUTH AND FILMS.**LONDON EXPERIMENT BEING TRIED.**

The British Film Services Board, a group of private individuals organised by Mr. George Kerr for the purpose of fostering the production and appreciation of worthy moving pictures, gave a practical demonstration of its aims recently at Kingsway Hall. About a thousand boys and girls from schools, chiefly in the West Central district, as well as many distinguished persons in sympathy with the movement, including the Duchess of Atholl, M.P., Parliamentary Secretary to the Board of Education, were the guests of the board.

The programme comprised a number of fascinating short British films, in all of which entertainment and instruction are skillfully blended. That the former quality predominated, to such an extent as effectually to conceal from suspicious youthful eyes every trace of the bitter pill of instruction, was amply proved by the vociferous tribute bestowed on every film.

No item appealed more to old and young alike than a "sound" film of the "Zoo," taken by the De Forest process. The animals were both seen and heard. The trumpeting of the elephants, the grunting of the bears, the chattering of the denizens of "Monkey Hill," the roaring of lions and tigers, were startlingly natural, and provoked a rapturous responsive chorus from the young spectators. Another hardly less successful "sound" picture was a record of the London visit of the King and Queen of Afghanistan. The vivid impression made by this film must have made many members of the audience realise as never before the incalculable power of the screen to bring about a better understanding between nations.

A short "talking" film of Catherine Countess of Westmorland had been made specially for the occasion to proclaim publicly her full sympathy with the ideals for which the board is working. No problem to-day, said the speaker, was of more vital importance than the influence of films on the young generation. Properly regulated, films might have an enormous influence for good. Under wrong direction their power to warp and taint young minds was incalculable. She commanded the efforts of the board, for it was upon the right guidance of the youth of the Empire that the future depended, and the peace and prosperity of the whole world. She repeated her address, speaking from the stage.

The Duchess of Atholl warmly congratulated Mr. Kerr, and all those associated with him on the success of the first experiment. Others present included representatives of the London County Council, which is in entire sympathy with the board's aims; the Rev. B. Griffin, director, London Diocesan College of Youth; Major-General G. H. A. White, Director of Remounts, War Office; Lady Wood-Rentoul, the Hon. Mary Pakenham, and Dame Beatrix Lyall.

H.M.S. "Rodney" left Plymouth for Cowes to act as guardship during the visit of the King and Queen for the regatta.

The Spanish destroyers "Alcedo," "Velasco," and "Juan Lazaga" arrived at Portsmouth recently and remained for a week.

If you are in a hurry
take a

TAXI.**THEATRE ROYAL.**

Friday, 31st August,
At 9.15 p.m.



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UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH CO., LTD. OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—

Shelly, "Empress of Asia," from Kobe.

Wanson, from Weihaiwei.

Lee Exoll, from Amoy.

Y. K. Huang, 3rd floor, 5 Nan-king-street, Yaumati, from Shanghai.

E. V. JESSEN, Superintendent
Hong Kong, 23rd Aug., 1928.

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying in the E. E. Telegraph Co. office, Hong Kong:—

Halbart, from Kuala Lumpur.

Kagdy, from Bombay.

Mossamard, from Haiphong.

E. A. LEGGATT, Superintendent.
Hong Kong, 23rd Aug., 1928.

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KOREA MARU (Calls Los Angeles) Tuesday, 4th September.
SHINYO MARU Tuesday, 18th September.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.

HAKONE MARU (Calls Hull) Saturday, 8th September.
SUWA MARU Saturday, 22nd September.

SYDNEY & MELBOURNE via Manila & Port.
TANGO MARU Wednesday, 19th September.

AKI MARU Wednesday, 24th October.
BOMBAY via Singapore, Penang, & Colombo.

SADO MARU Tuesday, 11th September.
NAGATO MARU Tuesday, 28th September.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.
Mexico & Panama.

BOKUYO MARU Saturday, 29th September.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Port.

KAWACHI MARU Thursday, 6th September.
NEW YORK AND BOSTON via PANAMA.

YAKETOYO MARU Saturday, 9th September.
LIVERPOOL via Port Said, Geneva, Marseilles.

LYONS MARU (Calls Glasgow) Thursday, 13th September.
CALCUTTA via Singapore, Penang & Rangoon.

AKITA MARU Thursday, 30th August.
MURORAN MARU Thursday, 9th September.

MORIOKA MARU Tuesday, 18th September.
NAGASAKI, KOBE & YOKOHAMA.

AKI MARU Friday, 21st September.
SHANGHAI, KOBE & YOKOHAMA.

HAKOZAKI MARU Monday, 3rd September.
HAKODATE MARU (Moji direct) Thursday, 6th September.

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O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore
Colombo, Suez and Port Said.

AMAZON MARU Monday, 17th September.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,
Colombo, Durban & Cape Town.

HAWAII MARU Saturday, 29th September.
BOMBAY—Via Singapore & Colombo.

CELEBES MARU Monday, 3rd September.
INDUS MARU Thursday, 20th September.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND
MOMBASA—Via Singapore and Colombo.

MEXICO MARU Wednesday, 29th August.
CHICAGO MARU Friday, 23rd September.

CALCUTTA—Via Singapore, Penang and Rangoon.
TACOMA MARU Tuesday, 25th September.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and
Japan ports.

MELBOURNE—Via Manila, Brisbane & Sydney.
MADRAS MARU Wednesday, 5th September.

HAIPHONG via Hothow & Pakhoi Thursday, 30th August 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.

ARGUN MARU Thursday, 20th September.
JAPAN PORTS.

AMUR MARU Saturday, 1st September.
SHUNGO MARU Saturday, 1st September.

SANUKI MARU Friday, 14th September.
KEELUNG—Via SWATOW & AMOY.

KISHU MARU Sunday, 2nd September at noon.
HOZAN MARU Sunday, 2nd September at noon.

TAKAO—Via SWATOW & AMOY Sunday, 2nd September at noon.
DELTA MARU Thursday, 6th September at noon.

TAKAO & KEELUNG Sunday, 16th September.
SANUKI MARU Sunday, 16th September.

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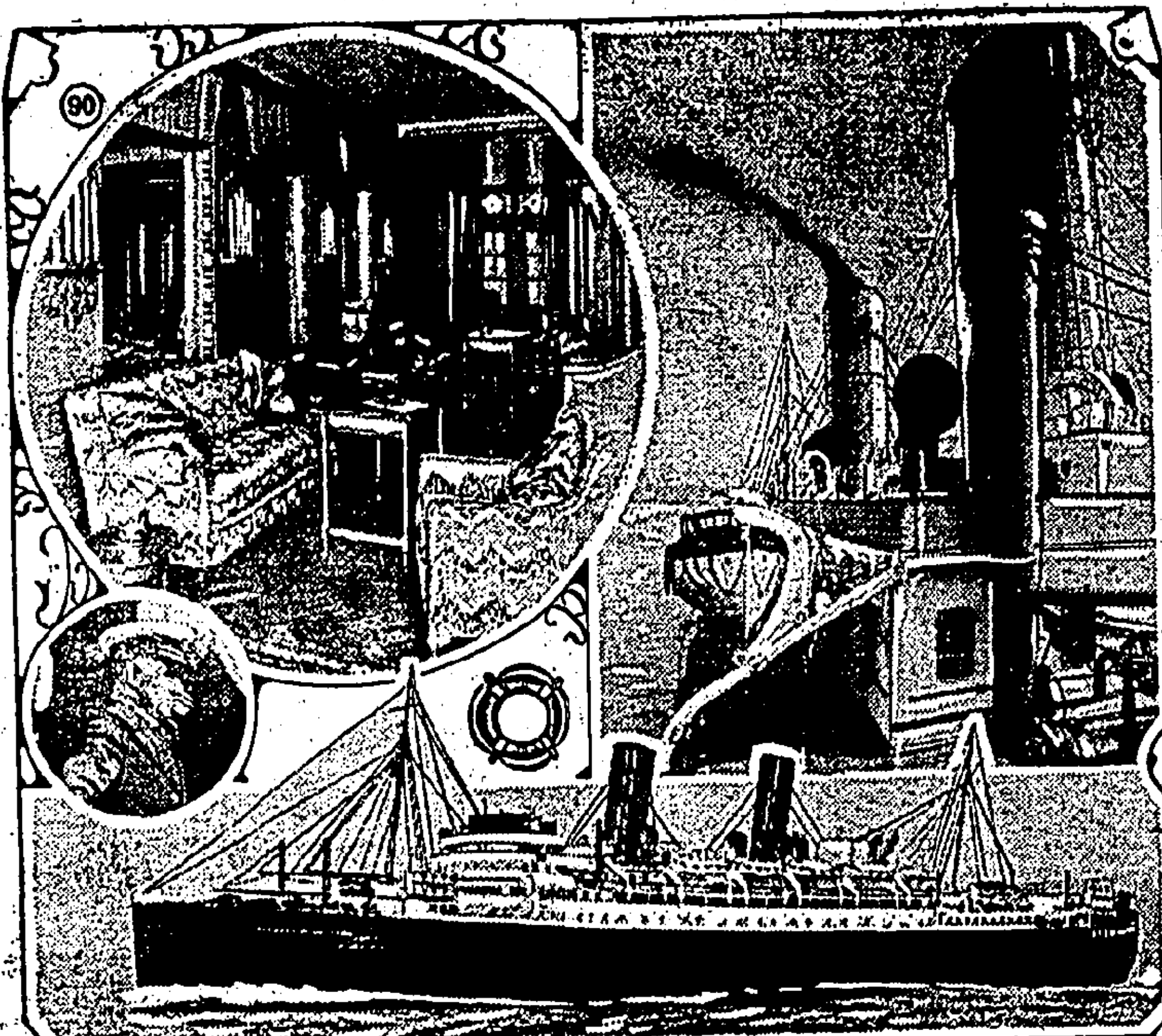
M.M.S.A. OPINIONS.

Captain J. Fortay (President of the Mercantile Marine Service Association), presiding over the quarterly meeting of the Association, held at Liverpool, and speaking with reference to helm orders and the recommendation of the International Chamber of Shipping that a change should be made, said the men to whom it meant most, masters and officers, had declared that they did not approve of any change from the time-honoured custom that had served them so well for centuries. A ship was steered "on the principle of the tail wagging the dog"—it might not be a popular simile, but it was a fact—and an order to port the helm meant throwing her stern to port, and wagging her

to use it in all ships in a very short time.

A member, speaking on the subject of wireless direction equipment, referred to the extended programme which he knew Trinity House and the other lighting organisations had in mind to establish during the current year in wireless beacons all round the coast. Both the Irish Lights and the Northern Commissioners would shortly be establishing these beacons, and he thought it was very significant that the coasters were going to avail themselves of the direction finding equipment, and that the number of wireless beacons really justified the inclusion of them in their equipment.

The same member said he had had a discussion with the author of one of the letters which appeared in that day's "Journal of Commerce" on helm orders. It was a very good letter, and the correspondent expressed himself quite freely, and quite strongly on the



Upper right—A general view of the vessel looking aft. Upper left—An interior view showing the cable smoking room with its numerous connections. Lower—The Duchess of Bedford as she appeared when coming to the St. Lawrence River. Lower—Capt. H. Sibbald, commander of the "Duchess of Bedford."

PROOF that the St. Lawrence route is rapidly increasing in popularity and that an era of continued prosperity is predicted for her ports, is shown by the addition of four new cabin class liners of the new "Duchess" type to the Atlantic fleet of the Canadian Pacific.

The Duchess of Bedford, leader of this quartette of the largest liners to Montreal, arrived at that port on June 8th, having completed her maiden voyage in exactly seven days after leaving Liverpool. The liner is over 20,000 tons gross register, is oil burning, two-funnelled, and measures 600 feet in length and 75 feet in width. She will carry Cabin Class, Tourist Third Cabin, and Third Class passengers. In each class broad deck space is available, and accommodation is far superior to more expensive quarters on Atlantic liners of not long ago. The three sister ships of the Duchess of Bedford, now under construction in the shipbuilding yards of the Clyde, are the Duchess of Atholl, Duchess of Cornwall, and Duchess of Richmond.

The discovery of radio engineers have aided in making the Duchess of Bedford an outstanding marine personality. For instance, while the ship's

orchestra is playing in the Cabin Dining Room the music is relayed by means of microphones and amplifiers to the Tourist Third Cabin and Third Class Lounges and decks. Loud-speakers also simplify the transmission of orders to the fore-castle, crew's mess, and docking-bridge.

Other interesting facts about the construction of the Duchess of Bedford, and the 134 foot steel shafts connecting them with the powerful turbine engines, weigh about 108 tons. Nearly two million rivets were used in the ship, totalling 1,000 tons in themselves, some of the plates having as many as 550 rivets each.

The advent of the "Duchess" greatly increases the passenger and freight services maintained by the Canadian Pacific on the St. Lawrence route. The schedule of passenger sailings had already been increased this summer by speeding the "turn about" of the Empresses from a four-weekly basis to meet the expected expansion of traffic. The "Beaver" class of ships, newcomers to the St. Lawrence also, have been placed by the Canadian Pacific on an exclusively freight service. They run regularly between Montreal and London and continental ports, making almost as good time as the passenger liners.

how to starboard. It did not matter how it originated; it served the purpose better than any of the words that had been suggested, such as "right" and "left," and was well understood by every sailor. They had it on the authority of Mr. Justice Hill, who had tried some 800 cases of ship accidents, that not one was brought about by misunderstanding of the order. He (Captain Fortay) hoped that the President of the Board of Trade, in his reply to the question in the House of Commons, had scotched for good any further agitation for a change. Letters were appearing in the Press every day from shipmasters and others, and he had no doubt letters would continue to appear for a long time, as the subject was more widely spread among shipping all over the world. There were two letters in that day's "Journal of Commerce," which were well worth reading.

Another important matter affecting the whole service was the question of overloading. The Association placed some practicable schemes before the Board of Trade which would go a long way towards stamping out the practice. In his opinion, this could only be effectively done by the co-operation of everybody who had the same risk at stake in proceeding to sea in an overloaded ship.

With regard to wireless direction equipment, it was satisfactory to note that the coasting service was going in for this equipment. He had no doubt that a great many coasting companies would have their ships fitted with it, as the value of it became better realised. It was necessary for officers to become acquainted with it, because they would be called upon

subject. It would be far better, however, if they could arrange a general conference, because there was a desire to bring about international uniformity on this question.

REGISTER.

U.S. MERCHANT FLEET
CORPORATION.

In the House of Commons, Mr. Hore Belisha asked the President of the Board of Trade, whether, seeing that representations were made to the United States Shipping Board (Merchant Fleet Corporation) over two months ago by the Registrar of Companies with a view to the requirements of section 274 of the Companies (Consolidation) Act, 1908, he could say whether this corporation was now registered under the Business Names Act, and whether he proposed to take any action in respect of this failure to comply with the law.

Sir Philip Cunliffe-Lister:—"As at present advised I have no reason to suppose that the constitution of this concern brings it within the provisions of the Business Names Act. I understand that the documents required to be filed with the Registrar of Companies under section 274 of the Companies (Consolidation) Act, 1908, are in course of registration. The last part of the question accordingly does not arise."

Mr. Hore Belisha:—"Cannot any penalty be exacted from this corporation, which claims diplomatic immunity from fulfilling its obligations?"
Mr. H. G. Williams:—"I do not think there is any evidence of an offence."

TANKERS.

REPORT OF BOARD OF
INQUIRY.

L. C. C. OBJECTIONS.

London.—It is understood that the board of inquiry appointed by the Ministry of Transport to consider the proposal of the Port of London Authority to allow petrol and oil laden ships to proceed up the Thames as far as Purfleet has presented its report, which is now being considered by the Minister.

It is stated that the proposal of the P.L.A. has not met with the unqualified approval of the board of inquiry, which consisted of Major T. H. Crozier, Chief Inspector of Explosives, and Professor J. S. S. Brame, of the Royal Naval College, Greenwich.

The inquiry took place as a result of the objections that were lodged by the London County Council, shipping companies, and other concerns interested. Under the Authority's bye-laws, the present limit for tanker vessels is Thameshaven. The board of inquiry base their adverse report on the danger of a serious accident occurring, with the attendant risk of a disastrous fire.

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17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver.
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SAILINGS 1928.

STEAMERS	Hong Kong	Shanghai	Kobe	Yokohama	Yokohama	Vancouver
EMPEROR OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 22	Sept. 23
EMPEROR OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 13	Oct. 14
EMPEROR OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 3	Nov. 4
EMPEROR OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 17	Nov. 18
EMPEROR OF FRANCE	Nov. 28	Dec. 1	Dec. 4	Dec. 6	Dec. 8	Dec. 9
EMPEROR OF RUSSIA	Dec. 12	Dec. 15	Dec. 18	Dec. 20	Dec. 22	Dec. 23
EMPEROR OF ASIA	Jan. 16	Jan. 19	Jan. 22	Jan. 24	Jan. 26	Jan. 27
EMPEROR OF FRANCE	Feb. 6	Feb. 9	Feb. 12	Feb. 14	Feb. 16	Feb. 17
EMPEROR OF RUSSIA	Feb. 27	Mar. 2	Mar. 5	Mar. 7	Mar. 9	Mar. 10
EMPEROR OF ASIA	Mar. 13	Mar. 16	Mar. 19	Mar. 21	Mar. 23	Mar. 24
EMPEROR OF FRANCE	Apr. 3	Apr. 6	Apr. 9	Apr. 11	Apr. 13	Apr. 14

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)
Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

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"EMPEROR OF CANADA"

Leave	Arrive	Leave	Arrive
Hong Kong November 28	Arrive Singapore December 2	Hong Kong November 28	Arrive Singapore December 2
Leave Singapore December 6	Arrive Colombo December 6	Leave Singapore December 6	Arrive Colombo December 6
Leave Colombo December 9	Arrive Bombay December 9	Leave Colombo December 9	Arrive Bombay December 9
Leave Bombay December 9	Arrive Plymouth December 24	Leave Bombay December 9	Arrive Plymouth December 24

HONG KONG—MANILA SERVICE.

Leave	Arrive	Leave	Arrive
Hong Kong September 4	Manila September 7	Manila September 7	Hong Kong September 9
Sept. 25	Sept. 27	EMPEROR OF ASIA	Sept. 28
		EMPEROR OF CANADA	Sept. 29

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SUN. 2nd MON. 17th
FRI. 7th SUN. 23rd

WED. 12th FRI. 28th
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AUGUST.

SEPTEMBER.
WED. 5th FRI. 21st

MON. 10th WED. 26th
SUN. 16th

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S.S. "CITY OF WELLINGTON" via Suez Canal 5th October.

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S.S. "MYRTLEBANK" via Suez Canal 5th September.

S.S. "BIRCHBANK" via Suez Canal 15th October.

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*KALYAN	9,141	15th Sept.	Marseilles, London, Antwerp & Hull.
*KASHGAR	9,005	29th Sept.	Marseilles, London, Antwerp & Hull.
*MIRZAPUR	6,715	12th Oct.	Marseilles & London.
*MOREA	10,953	12th Oct.	Marseilles & London.
*KHIVA	9,135	27th Oct.	Marseilles, London & Hull.

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BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,008	10th Sept.	Singapore, Penang & Calcutta.
TAKADA	6,649	1st Oct.	Singapore, Penang & Calcutta.
TALAMBA	8,018	13th Oct.	Singapore, Penang & Calcutta.
TALMA	10,000	19th Oct.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	6,956	31st Aug.	Manila, Sandakan, Thursday Island,
ST. ALBANS	4,500	28th Sept.	Townsville, Brisbane, Sydney &
ARAFURA	6,000	2nd Oct.	Melbourne.
TANDA	6,956	20th Nov.	
ST. ALBANS	4,500	28th Dec.	

* Calls at Hilo & Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to
Australia.
The E. & A. S. S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu,
Kobe, Yokohama, Tawau, Timor, Darwin, or other ports en route as inducement
offers.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KASHGAR	9,005	31st Aug.	Shanghai, Kobe & Yokohama.
*NAGORE	5,283	4th Sept.	Shanghai, Kobe & Yokohama.
ST. ALBANS	4,500	18th Sept.	Moji, Kobe, Osaka & Yokohama.
TAKADA	6,649	1st Oct.	Amoy, Shanghai, Kobe & Osaka.
*MIRZAPUR	6,715	13th Sept.	Shanghai, Kobe & Yokohama.
*MOREA	10,953	14th Sept.	Shanghai, Kobe & Yokohama.
TALAMBA	8,018	17th Sept.	Amoy, Shanghai, Kobe, Yama & Osaka.
*LAHORE	5,252	24th Sept.	Shanghai, Kobe & Yokohama.
KHIVA	9,135	28th Sept.	Shanghai, Kobe & Yokohama.
TALMA	10,000	28th Sept.	Amoy, Shanghai, Kobe & Osaka.

*Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcel measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passages, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Rd. C., HONG KONG. Agents.

BOSTON, NEW YORK & BALTIMORE.

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(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "PREMIER" Via Suez Canal 21st Sept.
S.S. "CITY OF WELLINGTON" Via Suez Canal 15th Oct.
S.S. "AGAPENOR" Via Suez Canal 17th Oct.
Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
Subject to change without notice.

For Freight and particulars apply to—

NUTTERFIELD & SWIRE or THE BANK LINE, LTD., Hong Kong,
Hong Kong & Canton; JARDINE, MATHISON & CO., LTD., Canton.

RECENT SHIPMENTS.

SIX MONTHS' COAL
EXPORTS.

ENGLISH REDUCTIONS.

Attention has already been
drawn (says "The Journal of Com-
merce") to the considerable reduc-
tion which occurred in the coal ex-
port trade of the United Kingdom
in the first six months of this year,
as compared with the first half of
last year. Official returns just to
hand show that each district shared
in the diminished volume of
business, and that only three ports,
including Liverpool, registered an
improvement. Shipments from the
twelve principal seaports in the
country during the first half of
this year totalled 18,797,797 tons,
or about 76 per cent. of the total
coal exports of the country. The
bulk of the coal was, as usual,
despatched from South Wales,
from which district 10,740,502 tons
were sent, compared with 11,742,
667 tons in the corresponding
period of last year. Each of the
Welsh ports, however, shared in
the falling off in trade. Shipments
from Cardiff were reduced from
7,428,648 tons to 7,020,350 tons, at
Newport from 2,074,462 tons to
1,992,782 tons, at Port Talbot from
918,509 tons to 710,300 tons, and
at Swansea from 1,321,048 tons to
1,017,070 tons.

At the English ports a reduction
from 6,736,388 tons to 6,446,503
tons was shown, though exports
from Liverpool were raised from
322,915 tons to 389,253 tons, but at
Newcastle reduced from 3,996,394
tons to 3,757,488 tons, at Sunder-
land from 1,929,615 tons to 1,825,
373 tons and at Hull from 487,464
tons to 474,397 tons.

The Scotch ports also suffered a
reduction, the total of 1,610,792
tons comparing with 1,658,919 tons
in the first half of last year. Ex-
ports from Burntisland were raised
from 410,981 tons to 507,382
tons, and at Methil from 674,819
tons to 751,730 tons, but at Kirk-
caldy lowered from 7,092 tons to
5,069 tons, and at Glasgow from
566,027 tons to 346,661 tons.

Small Variation in Prices.

A remarkable feature of the re-
turns for this year, however, is the
fact that the average prices per
ton f.o.b. realised for the coal ex-
ported varied between 15s. 11 1/2d.
and 16s. 3d. or only 8 1/2d., where-
as a year ago they ranged between
18s. 2d. and 21s. 6d. per ton, or 8s.
4d. per ton. The reason for the
small variation in selling prices
this year is doubtless to be found
in the adoption of schemes by the
north country, Scotch and Welsh
coal-owners for the stabilisation of
prices.

While the average price of large
steam coal shipped from Cardiff
varied between 18s. 9d. and 18s.
11d. in the past six months, that
secured for large exports from
Newcastle ranged from 12s. 6d. to
12s. 9d., and at Methil from 11s.
9d. to 13s. 1d. At Cardiff there
was thus only a difference of 2d.
per ton in the monthly average
over the first half of the year, and
at Newcastle of 3d., but at Methil
there was a variation of 1s. 4d.
in regard to steam smalls, at Car-
diff the average ranged from 11s.
11d. to 12s. 2d., and at Newcastle
from 9s. to 10s. 8d., but at Methil
varied from 7s. 1d. to 10s. 6d. per
ton.

With respect to through
steam coal the average for ship-
ment at Cardiff varied from 15s. 6d.
to 17s., and at Newcastle from 13s.
7d. to 14s., while at Methil it rang-
ed from 13s. 6d. to 15s. 9d. a dif-
ference of 1s. 6d. per ton at Car-
diff, of 5d. at Newcastle, and of
3s. 4d. at Methil.

IN SHIPPING.

MR. J. F. DOWLER'S JUBILEE
CELEBRATION.

LIVERPOOL "CHARACTER."

It is given to very few men to
celebrate their business jubilee in
the service of the one firm, but
Mr. John F. Dowler realised this
hope and ambition recently, having
joined Messrs. Kellocks' service in
a junior capacity on July 22, 1878.
When Mr. Dowler joined the com-
pany, which in those distant years
bore the same title as it does to-
day, the directors were Mr. C. W.
Kellock and Mr. George Kay; in
1904 Mr. Dowler was admitted a
member of the firm, 25 years after
entering the office, and by length
of service is the senior director of
the firm at the present time.

It is almost unnecessary to
dilute upon the position Mr.
Dowler holds in Liverpool ship-
ping, for there is probably no one
better known or held in higher
respect and esteem than he is.
His association with the many
philanthropic and benevolent ac-
tivities of the port is in itself a
testimony to the great work he is
carrying out on behalf of those
who have met with misfortune, and
by whom his ready help will ever
be remembered. Regarding his
many activities in this connection
it may be mentioned that he is a
member of the following commit-
tees:—The Liverpool Shipbrokers'
Benevolent Society, London Cereals,
Royal Albert Institution, Lancas-
ter, New Brighton Lifeboat, Liver-
pool Underwriters' Association and
Exchange Newsroom, and he was
recently elected Liverpool repre-
sentative of the district associa-
tion on the council of the Institute
of Chartered Shipbrokers.

Many Changes.

Mr. Dowler has seen remarkable
changes during his half-century's
association with trade. When he
started with Messrs. C. W.
Kellock and Co. (ship salesmen,
auctioneers and valuers) in 1878,
Liverpool was, undoubtedly, the
centre of the sale and purchase
market for shipping. The wooden
sailing ships were then going out
of commission very rapidly, iron
vessels were taking their place,
and the introduction of steel ships
was being discussed. Steamers
were coming more and more into
prominence and had already begun
to encroach on the trade of the
sailing ships. In 1878 most of the
Liverpool shipping companies were
privately owned. In the early
days, when Mr. Dowler joined the
company, they owned a fleet of
sailing ships as well as steamers,
and one of their sailing vessels,
the "Gateacre," made a fine pas-
sage of 73 days from Liverpool to
Calcutta. On the homeward voy-
age, however, in his eagerness to
make a record round, the captain
carried on too long in bad
weather and the ship was dismast-
ed. Other ships of the firm were
the "Evelyn," "Kate Kellock,"
"Lord Camling," "Childwall," "Com-
bermere," "Sudbourn," "Adderley,"
and "The Highfields."

Mr. Dowler has been the rec-
ipient of very hearty congratula-
tions on the attainment of his
jubilee with the firm. A worthy
father is being followed by a
worthy son, for Mr. John B.
Dowler, who was admitted a direc-
tor some few years ago, is proving
a director possessed of the
ability and business acumen of his
father—"Journal of Commerce."

Mr. James Parton, joint pas-
senger manager of the White Star
Line in London, has retired after
55 years' service.

NEW STANDARD.

SHIPS' BOATS, DAVITS AND
STOWAGE.

BRITISH SPECIFICATION.

The British Engineering Stand-
ards Association has recently pub-
lished a specification for ships'
boats, davits and stowage, which
covers all the gear required for
the purpose of stowing and lower-
ing of boats.

Whilst the whole of the gear
specified is efficient in every way,
and meets with the requirements
of the Board of Trade and the re-
gistration societies (whose repre-
sentatives have co-operated in its
preparation), the commercial as-
pect has not been lost sight of.
The outstanding point in the
specification is that the Board of
Trade, at the request of the Brit-
ish Engineering Standards Associa-
tion Committee, which drew up
the specification, has amended the
Life-Saving Appliances Rules so
that the same size blocks and falls
used for lowering a 27-foot boat
from a passenger ship may now be
used for lowering a 30-foot boat
from a cargo ship.

This change affects all the small-
er-sized ships' boats in a like man-
ner, and the same size gear may
be used for lowering a 16-foot boat
from a passenger vessel as for a
10-foot boat from a cargo ship.
Hitherto it was necessary for a
cargo ship and passenger ship to
have the same blocks and falls to
lower the same size of boat, al-
though in the case of passenger
ships provision has to be made for
lowering boats with full comple-
ment of passengers, whilst in the
case of cargo ships provision is
only necessary for the crew.

The adoption of this specification
should mean a saving in the initial
cost of fitting out cargo ships,
which class of vessel represents
about 80 per cent. of the British
Mercantile Marine.

Any specification which tends to
reduce the cost of production and
cost of renewals should be wel-
comed in the shipbuilding indus-
try just now.

Copies of the specification may
be obtained from the Publications
Department, British Engineering
Standards Association, 28, Vic-
toria-street, S.W.1, price 2s. 2d.
post free.

MOVEMENTS OF STEAMERS.

The P. & O. s.s. "Naldera" left
Shanghai for this port on Aug. 28
at 3 p.m. with the Malla, and is
due here to-morrow at about 6
a.m.

The M.V. "Sumatra" (Swedish
East Asiatic Co., Ltd.) left Ham-
burg on July 22, and is due here
to-morrow.

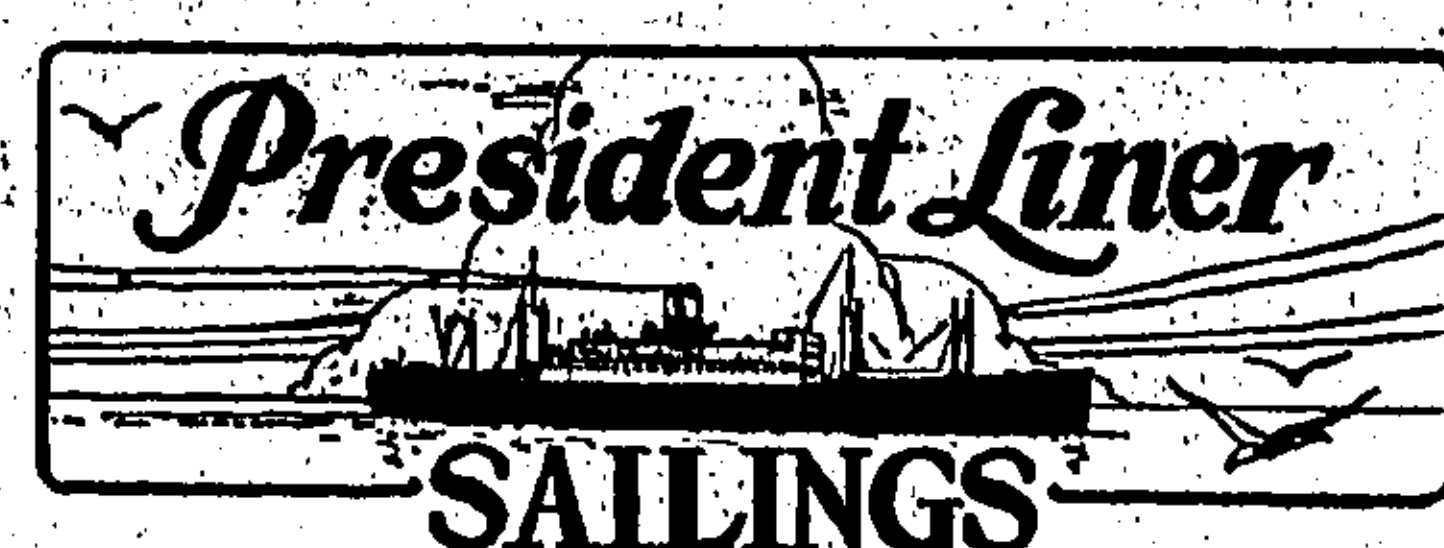
The P. & O. s.s. "Nagore" left
Singapore for this port on Aug. 27
at 10 a.m. with the outward Eng-
lish Malla, and is due here on
September 2 at about 6 a.m.

The C.F.S. R.M.S. "Empress of
Asia" arrived at Kobe to-day at 5
a.m., and is due at Hong Kong
on Sept. 3, in the morning. She
leaves for Manila on Sept. 4 at 5
p.m.

The s.s. "Dacre Castle" (D. & Co.)
sailed from Honolulu on Aug. 16,
and is due in Manila on Sept. 6.

The Ben Line s.s. "Bengloe" from
Middlesbrough, London, Straits and
Philippines is due to arrive here on
Sept. 5.

The M.V. "Remo" (D. & Co.)
sailed from Karachi on August 23
and is expected here on September
18.



Weekly Trans-Pacific Service

To San Francisco and Los Angeles.
The Sunshine Belt via Honolulu.

Fortnightly sailings on Tuesdays.

Pres. McKinley Sept. 11th
Pres. Grant Sept. 25th
Pres. Cleveland Oct. 9th
Pres. Jackson Oct. 23rd

To Seattle and Victoria.

The Short, Straight Route to America.

Fortnightly sailings on Tuesdays.

Pres. Taft Sept. 4th at 11 a.m.
Pres. Jefferson Sept. 18th
Pres. Lincoln Oct. 2nd
Pres. Madison Oct. 16th

£120, £112 Special through rates to Europe via United States.
Direct connections with all Atlantic lines. Choice of
rail lines across United States and Canada, liberal stop-over privileges for
sight-seeing.

Europe and New York Direct

ROUND THE WORLD.

Fortnightly sailing on Sunday via Manila, Straits, Colombo, Suez Canal,
Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Wilson Sept. 9th 8 a.m.
Pres. V. Buren Sept. 23rd 8 a.m.
Pres. Hayes Oct. 7th 8 a.m.
Pres. Polk Oct. 21st 8 a.m.
Pres. Adams Nov. 4th 8 a.m.
Pres. Garfield Nov. 18th 8 a.m.

To Manila

Pres. McKinley Sept. 1st 6 p.m.
Pres. Jefferson Sept. 11th 6 p.m.
Pres. Grant Sept. 15th 6 p.m.
Pres. Lincoln Sept. 25th 6 p.m.
Pres. Cleveland Sept. 29th 6 p.m.
Pres. Madison Oct. 3rd 6 p.m.

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From Hong Kong to Shanghai and return ..H.K.\$120.00

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Round-trip Tickets at the above rates will be sold until
September, 21st, and will be valid for return passage up
to three months from date of issue.

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Shipyard: Sham-Sai-Po, Kowloon, Hong Kong. Tel. Kowloon No. 9.
Estimates furnished on application.

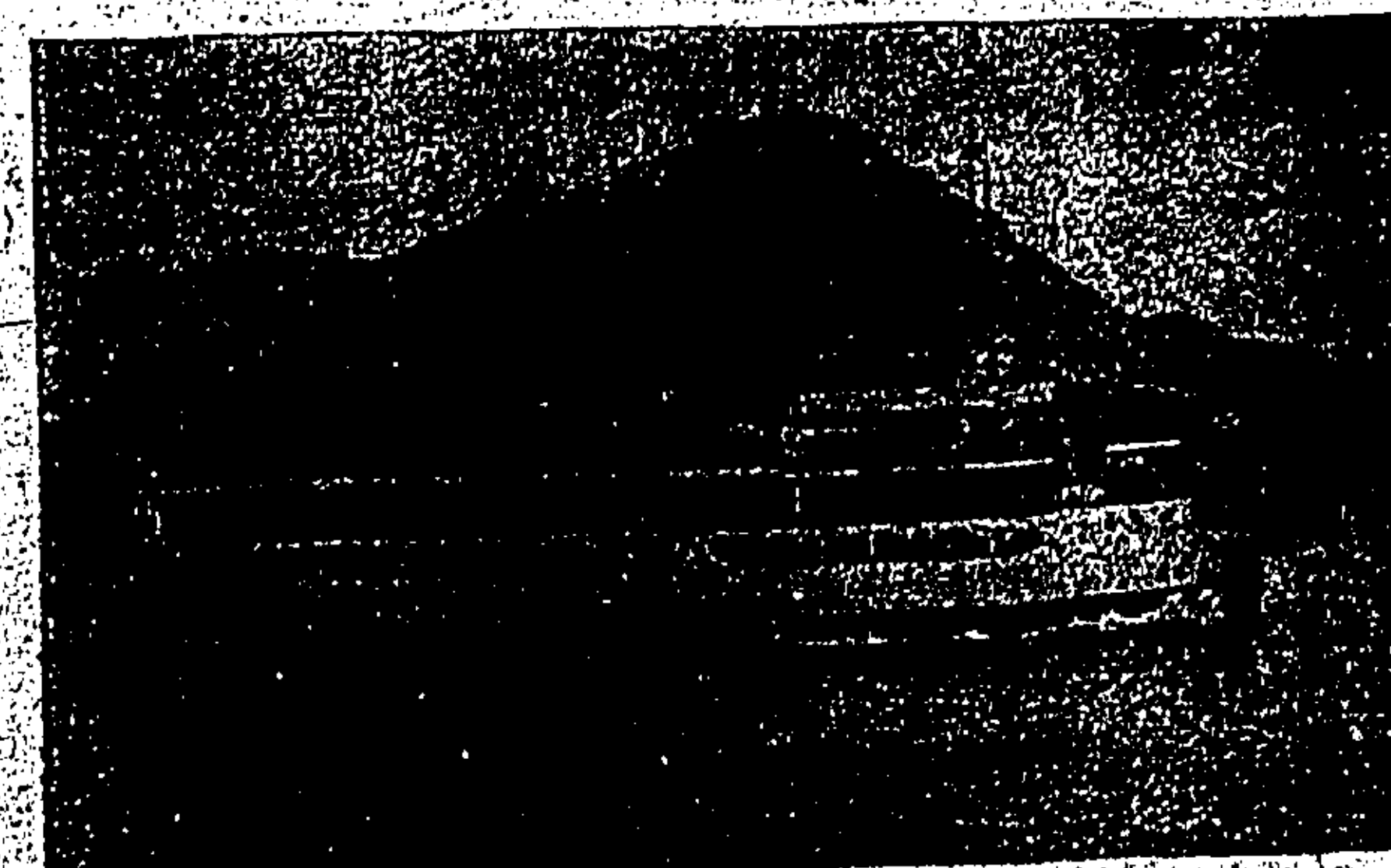
Hong Kong, April 1, 1924.

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ON

SATURDAY, SEPTEMBER 1st.

BY WHICH DATE ALL EXCESS STOCK AND ODDMENTS MUST BE CLEARED REGARDLESS OF COST.

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Hong Kong, Thursday, Aug. 30, 1928.

TESTING THE PEACE PACT.

Now that the excitement occasioned by the signing of the Kellogg peace pact at Paris has subsided, it is interesting to examine the document and what other people are saying about it. It is, in truth, a solemn agreement, and if it is honoured with as much gravity as must have accompanied its compilation, the world should be a safe place in which to live from now till the crack o' doom. The three Articles comprising the pact proper, brief and to the point, have been so put together that it is difficult to imagine any Power objecting in public to them. The first solemnly condemns recourse to war for the solution of international controversies and renounces it as an instrument of national policy. No Power on earth, one would think, could with equal solemnity declare that it did not agree with this sentiment. It is like asking a man if he believes in fair play; whether he does or does not he will most assuredly reply in the affirmative. This hard-and-fast framing of the initial and most important Article (the others rest on the first one) is responsible for the line that criticism of the pact has taken. Italy, Germany and Russia, we read, are the Powers the Press of which has adversely commented upon the pact and its signing. A Rome Journal opines that the agreement will not for long "illumine the pages of history," and will further consolidate America's aloofness from the League of Nations. The German Press, in parts, waxes sarcastic and speaks of "War-Banished for Half-an-Hour," as well as comparing the signing arrangements to

the activities at Hollywood. The Soviet Press points out that the pact does not remove the differences dividing various countries and does not prevent the growth of armaments.

The point about these adverse criticisms is that there is something to be said in favour of them all. The estimated length of the pact's life is, of course, a mere opinion, but the assertion that these recent proceedings at Paris have emphasised America's detachment from the League of Nations is self-evident. The peace pact, originally a French idea, by its compactness and directness, has served as an admirable counterblast to the in-and-out meanderings that characterised the Geneva conference and resolutions, and no one appreciates this better than the United States. And the attitude of the German Nationalist Press has something to commend it, too. "Peace for Half-an-Hour" is, of course, another surmise, but it is one that might easily prove a truism if, say, any of the big Powers wanted war within the time specified. It points to the fact that no adequate opinion can be expressed as to the value of the pact until it has been severely tested in the stern arena of world affairs.

"No Revision."

The official reply to the petition drafted by the subordinate staff of the local Government seems to be complete, though it may well be doubted if it will be wholly satisfactory to the petitioners. Probably they will be most interested in the statement made in paragraph 6, where it is pointed out that the Salaries' Commission whose appointment has been recommended to the Secretary of State, "shall have the opportunity of considering salaries throughout the service." So far as we can see, in view of what preceded this statement, the matter may now be regarded as definitely settled. Perhaps the petitioners, who have the sympathy of many in their request, may find a certain amount of satisfaction, as members of the "Subordinate Staff," in noting that the Colonial Secretary refers to himself as their "Obedient Servant."

An interim dividend of four per cent. for the six months ended June 30 is announced by the H. K. Telephone Co., Ltd.

To-morrow being the birthday of H.M. the Queen of the Netherlands, the Consul General will be at home at the Chancery, Asiatic Building from 11 a.m. to noon.

Mr. and Mrs. Eldon Potter, Mr. H. C. Sheldon, Col. R. B. Skinner and Miss Irene Ho Tung were among the passengers leaving here yesterday by the "Empress of Russia."

H.M.S. "Cornwall" is due to arrive in Hong Kong from the United Kingdom on Sept. 5.

For not providing sufficient matting in a crate in which a pig was being carried, two Chinese were fined \$2 each and warned.

The flag of the Commander-in-Chief, China Station, was transferred from H.M.S. "Hawkins" to H.M.S. "Kent" at Weihaiwei yesterday.

A man who was in possession of 20 tins of opium at Yuen On wharf was fined \$1,500 or 5 months' imprisonment at the Central Magistracy this morning.

A small boy, named Yuen Kam-wah, accidentally fell down from the first floor of the servants' quarters at Yau-mat police station yesterday, and was later admitted into the Kwong Wah Hospital.

To the list of candidates for the Award of Merit of the Royal Life Saving Society should be added that of Gunner H. Say. Gunner Say passed all the tests and has been recommended for the Award.

A woman named Mak Chen, (29), who was found floating in the harbour, near Kennedy Town yesterday morning, was rescued by a boatman. She was taken to the Government Civil Hospital.

The next Promenade Concert at Volunteer Headquarters has been arranged for Friday, September 21, when the Band of the 1st Battalion The Queen's Royal Regiment will play (by kind permission of Lieut-Col. H. C. Ponsbury, D.S.O., M.C., and Officers).

An estimated loss of about \$300 was sustained in a fire at a Chinese shop at No. 22, Main-street, Chuen Wan, New Territories at midnight on Tuesday. Fire engines from Mongkok responded to the call and the fire was extinguished at 1.30 a.m.

Two Chinese were charged, before Mr. R. E. Lindsell, at the Central Magistracy this morning, with possession of 17,200 pills containing heroin, 49,000 pills in process of manufacture and 4 ounces of heroin. The Magistrate remanded the case until Tuesday next.

A feature of the local gazette which will be shown at the Queen's Theatre from to-day till Saturday is an excellent series of views of the burning of the s.s. "Sui Tai." The steamer is first shown alongside the wharf where the sensational blaze broke out, and later on its way to dry dock.

The owner of a matchbox on the Kau Ta Fang beach, at Lai-hok, was fined \$50, by Mr. W. Schofield, at the Kowloon Magistracy yesterday, for trespassing on Crown land without permission. Mr. G. J. Chambers, Land Bailiff, prosecuted. The defendant was represented by Mr. Leo d'Almada.

Corporal Ogden, of B Company, K.O.S.B. at Sharnen, reported to the police that on the afternoon of August 24, he gave Private Rodgers of the same unit, \$40 to be delivered to his wife at No. 25 married quarters of the Victoria Barracks. Private Rodgers slept for the night in the guard room at Murray Barracks and, while he was asleep, someone stole the money from him.

Mr. E. A. Ford, late of No. 2, Eldon-road, Hampstead, Middlesex, who died on January 16, 1928 at No. 40, Belisle Grove, Hampstead, left estate in Hong Kong to the value of \$12,600, while gross estate outside the Colony amounts to \$2,186 15s. 4d. Exemplification of probate has been granted to Mr. M. H. Turner, of Messrs. Deacons, who is the attorney of the widow and a daughter. The bequests are all of a family nature.

"UNSETTLING."

PASTOR SAYS FILMS MAKE YOUTH DISCONTENTED.

"Religious progress is terribly slow, and the spirit of the age generally opposed to the development of spiritual aims," said Dr. J. W. Lightley, in his presidential address at the pastoral session of the Wesleyan Methodist Conference in Liverpool.

Referring to the cinemas, he said films at their present brought to young people a sense of unreality and discontent with the practical affairs of life. "Another potent factor was the Sunday newspaper with its enormous circulation. The contents of some of these productions were good enough for ordinary days, but there were others which, with their morbid rehearsal of dirty deeds, were too bad for any day. Dr. W. F. Lofthouse was elected president-designate.

BRAVE DEEDS.

HEROISM OF CAPT. SPARKE & MR. HOUGHTON.

OFFICIAL RECOGNITION.

At Government House yesterday afternoon, there was a sequel to the attempted piracy on board the West river steamer "San Nam Hoi" on January 17, when the heroism displayed by Captain W. H. Sparke and Chief Engineer M. F. Houghton in defending the bridge against the pirates, was suitably recognised.

H.E. the Officer Administering the Government (the Hon. Mr. W. T. Southern, C.M.G.) presented Captain Sparke with a silver tea set on a blackwood tray, inlaid and mounted with silver, while Mr. Houghton received a beautiful gold watch.

Both the tray and watch were inscribed with a record of the circumstances under which they were presented to the two gallant officers.

His Excellency in making the presentation said:—

Ladies and Gentlemen.—I have taken the opportunity of to-day's gathering and of the presence in Hong Kong of two very gallant gentlemen to perform in your presence a very pleasant duty.

You may remember that on the morning of January 17 last the steamship "San Nam Hoi" was attacked by pirates, travelling as passengers, near Kong Moon on the West River. The attack was made with the suddenness usual in such cases, and before any effective resistance was possible the pirates had shot and killed the Chief Officer, Mr. Harry Conway, and two Indian Guards, Sakun Dar and Multara Khan, and had wounded two other Indian Guards. But the pirates met with unexpected resistance from Captain William Hugh Sparke and Mr. Marcellus Francis Houghton, the Master and Chief Engineer respectively of the "San Nam Hoi."

Armed with their revolvers, Captain Sparke and Mr. Houghton, at imminent risk to their lives, made a determined counter-attack on the pirates, who numbered some 25 in all. The pirates maintained the contest for about 20 minutes and then, after an ineffectual attempt to set fire to the ship, seem to have thought discretion the better part of valour and jumped overboard in the hopes of making good their escape. The local authorities, however, were by this time on the alert, and with praiseworthy vigour arrested 15 of the pirates, six or seven having already been accounted for by rifle and revolver fire. Of the 15 arrested, 13 are understood to have been subsequently executed.

The prompt action of Captain Sparke and Mr. Houghton thus saved the ship and its crew and cargo from destruction and enabled a gang of dangerous pirates to be effectively disposed of.

Government's Regret.

The Government desires to give public expression to its regret at the death of the Chief Officer and the two Indian guards and its sympathy with their relatives. It has arranged to erect, at public expense, a memorial stone at Mr. Conway's grave and to supplement the provision made by the owners of the vessel for the dependants of Guards Sakun Dar and Multara Khan.

The Government further desires to mark its appreciation of the gallant conduct of the Master and Chief Engineer by presenting this silver tea service to Captain Sparke and this gold watch to Mr. Houghton, with every good wish for their future prosperity and in the hope that their conduct may be an example and an inspiration to all ships' officers who sail in these dangerous waters.

The gallant officers were afterwards congratulated by Mrs. W. T. Southern.

The late Mr. Harry Conway, whose name was mentioned by His Excellency, was the Chief Engineer of the "San Nam Hoi," and he, together with the two Indian Guards who were also mentioned by the Hon. Mr. Southern, were killed during the attack on the ship by the pirates. Two other Indian Guards were wounded.

Captain Sparke and Mr. Houghton bartered themselves on the bridge against heavy odds, as the pirates were estimated to number about 30. The two gallant officers repelled a continuous stream of bullets at the pirates with revolvers and a Greeney gun, and after 20 minutes of fierce fighting found the situation too hot for them and they abandoned the ship.

Some of the pirates were shot by the officers whilst they were in the water, whilst others managed to swim or row ashore in small boats. Fifteen of the pirates were arrested ashore, and were subsequently executed.

PRAPS-PRAPSNOT!

A man was brought before a judge for stealing a cheese from outside a grocer's shop; and the principal witness, a youth of the working-class, told how he had seen the man take the cheese, and had run and told him.

"Then you caught him in the nefarious act?" said the judge. "The what, sir?" said the witness. "You caught him in the nefarious act, I say," repeated the judge. "Not me," said the lad; "I caught him by the scruff of the neck!"

He was the son of an author who wrote a very illegible and very inky hand.

The other day a fly fell into his inkwell. The boy discovered the unhappy insect, rescued it, and dropped it on a sheet of paper, where, presently, it recovered sufficiently to drag itself about.

The boy watched its motions for a while.

"Oh, mamma!" he said at length, "here's a dejected fly. He writes just like papa."

The woman at the cottage door folded her arms defiantly.

"No, I don't want any of your burglar alarms," she snapped to the agent on the step.

He smiled.

"The woman next door told me you wouldn't."

Her expression changed.

"Oh, indeed? What did she say?"

"That it was no use trying here, as you had nothing to steal."

"She said that, did she? Young man, I've changed my mind. I'll take one for every door and window in the place."

The proprietor of a small cinema had just completed the insurance on his hall, and, as he signed his name he turned to the agent and said: "Now, tell me, vot do I get if my cinema was burned down to-morrow?"

"Oh, I should think about seven years," replied the man carelessly.

Gentleman (to house agent):

"The great disadvantage is that the house is so damp."

THE TATTOO.

SPLENDID PROGRAMME NOW READY.

GATHERING OF THE CLANS

A meeting of the Working Committee of the Grand Tattoo was held at Sookumpoon on Tuesday evening, when the entire programme was read and explained by Lieut.-Col. J. L. Cornyn, C.M.G.

The seats in the various stands were priced by the Committee according to the view obtainable. Half of the seats will be sold at 50 cents and \$1, and no seat will cost more than \$5. Whilst the meeting was in progress, contingents of troops were rehearsing on the ground.

It is understood that the programme was finally fixed as follows:

The Tattoo will be opened each night at 8.30 p.m. by the firing of three guns. Chinese striking of the hour will next be heard and the castle gates will be flung open. Through them will issue the massed buglers of the command who will sound the "First Post." They will be followed by the Drums and Pipes of the 1st Batt. the Queen's Royal Regiment who will beat the Tattoo. Next the guard of honour will enter and follow; then the massed bands and drums of the tournament.

At 8.40 H. E. the Officer Administering the Government (the Hon. Mr. W. T. Southern, C.M.G.) will arrive and when the Government House party is seated the massed bands will play for 15 minutes.

Gathering Of The Clans.

At 8.55 the first scene entitled "The Gathering of the Clans" will be given. Some details of this have already been given in our columns. It will be performed by the Philharmonic Society, the A.D.C., and the Reel Club, the clansmen and the pipers being from the 2nd Battalion the King's Own Scottish Borderers.

Dancing Displays.

At 9.15 on the first night:—A Dancing Display will be given by the 3/15 Punjab of the Khattak War Dance which should be particularly interesting.

On the second night:—Old English Dances arranged by Miss Daisy O'Keefe. A May-pole dance will be given by the children of the Garrison School, and a Morris dance by the ladies of the Colony.

On the third night:—Highland Dancing display given by the members of the Reel Club, the music will be provided by the pipe band of the K.O.S.B.

Torchlight Evolutions.

At 9.20 each night Torch Light Evolutions will be given by the 1st Battalion the Queen's Royal Regiment. About 440 N.C.O.'s and men will take part divided into three groups, and music will be provided by the massed bands.

Outposts Of Empire.

At 9.45 each night the second scene of the Scenario will be given, which is entitled "Outposts of the Empire" and which shows the capture of a desert fort. Taking part are the Hong Kong and Singapore Brigade, R.A.; the King's Own Scottish Borderers; the Hong Kong Volunteer Defence Corps (motor cycle and machine gun sections); the Mule Corps; and the Hong Kong Branch, St. John Ambulance Brigade.

Gala Displays.

At 10.5 there will be various gala displays.

On the first night:—Chinese display, arranged by members of the Chinese community of Hong Kong.

On the second night:—Illuminated decorated motor car parade, arranged by the Hong Kong Automobile Association. The massed bands will provide incidental music.

On the third night:—Portuguese Pageant, arranged by the Portuguese community under the patronage of H. E. the Governor of Macao. At 10.20, Japanese fireworks display, arranged by the Japanese residents of the Colony.

The Tattoo is timed to end at 10.30 p.m. on the first two nights and at 10.40 p.m. on the third.

The Bishop of Peterborough (the Right Rev. C. M. Blyden) at Osham School speech day, said that he thought all grades of society were beginning to learn the dignity of hard work.

Mr. Alfred Lane Beit, aged 25, heir of Sir Otto Beit, has been recommended as prospective Conservative candidate for South-East St. Pancras.

At Brighton lifeboat station centenary Mr. John Taylor, coxswain for 20 years, who has just resigned, was presented with a cheque for £51.

The Indian Army has decided to introduce three-rank formation on the march instead of the customary two-rank and four-rank.

CINEMA NOTES.

BUSTER KEATON COMEDY AT QUEEN'S.

"STEAMBOAT BILL, JR."

"Steamboat Bill, Jr." is the title of Buster Keaton's latest surprise comedy which comes to the Queen's Theatre to-day as the feature attraction until Saturday. This new production presents the "frozen faced" star as a master of subtle comedy and pantomime as well as the daring, blundering comedian of "College" and "The General." The picture is a story of modern life on the Mississippi River. The humorous side of steamboating predominates, but there are moments when the thrills displace the laughs. Buster appears as a pampered college boy, who returns to his home town to assist his burly father, a river steamer captain, whose business affairs are going from bad to worse. The situation is not improved when Keaton falls in love with the daughter of a rival shipowner. From then onwards the action becomes fast and furious until Buster effects a number of sensational rescues during a terrific tornado filmed with astonishing realism on a large scale. Charles Reisner, for many years associated with Charlie Chaplin's productions and more recently the right hand man of Syd Chaplin, directed "Steamboat Bill, Jr." which has a strong supporting cast including Ernest Torrence, as the burly father, Marion Byron, as the sweet heart, and many others.

"LA BOHEME."

Behind the gay and gorgeous life of Paris, the scenes of "La Boheme" which will be shown at the World Theatre from to-day to Saturday, are laid. The story of the famous opera is generally well known. Rodolphe, a poet, is struck by the beauty of Mimì, a seamstress, both living in the poorer quarters of Paris. A love springs up between the two but circumstances throw the young couple apart. Meanwhile Rodolphe rises to fame and fortune, but his loved one, having been deceived by a cynical boulevardier, refuses to return to her lover, whose one sorrow in life is the absence of Mimì. The climax is reached when Mimì, after a life of struggle and hardship, returns to die in the arms of Rodolphe. Lillian Gish and John Gilbert take the leading roles in this big picture and are supported by a huge cast which includes Renee Adoree, Ray D'Arcy, Karl Dane and many others.

"THE TELEPHONE GIRL."

Gripping drama with a political background, in which a woman's reputation hangs in the balance and a young telephone girl outwits a gang of schemers at a crucial moment, comes to the Star Theatre to-day in "The Telephone Girl," Herbert Brenon's new production which will be screened until Saturday. As the centre of a political maelstrom, a beautiful young telephone operator comes to hold the fate of many men in her hands. An election for governorship is proceeding and one faction has secured details of a past scandal in the life of the rival candidate. They have all the necessary evidence to ruin him except the name of the woman concerned. The climax is reached when the telephone girl, who has all along held the secret of the woman's name, turns the tables in favour of the man she loves. Madge Bellamy, Warner Baxter, Lawrence Gray and May Allison have the featured roles, with Holbrook Blinn leading a large cast of supporting players.

DANCE-MAD GIRL.

STOLE TO PAY FOR LESSONS AT 30s. A TIME.

Thefts amounting to £120 to gratify her love of finery, chocolates, and dancing led to Eva Ball, aged 18, of Smithy Lodge, Heaton Park, Manchester, being bound over at Manchester. She was placed on probation for two years on condition that she did not attend a dance hall during that period.

The thefts were from her employer, Mr. Isaac Stalberg, a waterproof manufacturer.

In addition to going to dances she had paid a professional dancer as much as 30s. a lesson for instruction.

A detective said the girl had become infatuated with a young man and had told him he could have as much money from her as he liked if only he would dance with her. In addition to paying him and other men she had run up bills for chocolates amounting to 15s. a week.

At Christie's, a painting by W. Joy, of H.M.S. "Phoenix," "Roebuck," and "Tartar" going up the Hudson River in 1776, made 257.

More than £37,400 were recently distributed by 30 "wakes" saying clubs at Rorton, Lancashire.

CHILD MIND.

TRIALS OF RED-HEADED BOYS.

"DON'T POKE FUN"

Don't poke fun at the red-haired boy.

Don't call little girls "Bobbie." Don't make boys and girls feel greedy when they are willing to eat wholesome food.

These warnings were uttered by speakers at the Summer School of the British Social Hygiene Council at Cambridge.

Admonishing his hearers not to poke fun at the red-haired boy, Dr. H. Crichton Miller said: "We all think red hair a joke, because none of us here has it in any marked degree; but it is not a joke to the owners. They may grow to regard it as a joke when they reach mature years, but the experience in earlier years of having been, on their entry into a school-room or going down the street, the signal for a joke has twisted their whole attitude to the human herd."

"We have all sorts of misapprehensions about the red-haired person, especially the red-haired boy. We think that red hair goes with the choleric temperament, which is a complete misapprehension. It is thought that rebels and adventurers and wild people like that have red hair as a physical symptom of their temperament."

That might be true in a slight degree, but the real fact of the matter was that red hair led to an attitude of self-defence, and the owner might become aggressive trying to compensate himself for what he felt to be an injustice.

Dealing with the attitude of mental defectives towards life, Dr. Miller said: "The mental defective is haunted with the feeling that he is different from others, and his life tends to become one long attempt to prove to himself and others that he really is as good as others or better. The mental defective is always wanting to cheat simply because the feeling that he has thwarted the normal person, that he has proved to himself how clever he is, is meat and drink to him."

Boys' Names For Girls.

Speaking of the effect of the absence of a sense of personal value, Dr. Miller mentioned a girl who had become beyond the control of her parents. She was the seventh girl in the family, and had always been even more de trop than the others. The complete absence of personal value led her to try to get her own back on life. Then there was 19-year-old "Bobbie," a girl, whose mother had wanted a boy and had not hidden that desire. "Mothers who call their little girls Bobbie are calling them something they have no right to do."

Professor Winifred Cullis, speaking on adolescence, said that a girl at that time needed as much food as an adult woman, living a very active life, and a boy need as much food as an active man. Growth-up leading ordinary lives did not require as much food as adolescents. "Do not ever restrict girls and boys when they are willing to eat wholesome food. Do not make them feel they are greedy. When one looks back upon one's early years and thinks of how one wolfed bread-and-butter at that time—well, do not restrict young people."

OLD JAPAN HAND.

MR. J. T. SWIFT DIES IN TOKYO.

The death is reported from Tokyo of Mr. J. T. Swift, a resident in Japan of over forty years standing. Mr. Swift had a street accident over a year ago which, though trifling in itself, led to complications which ended in his death. Mr. Swift was born at Colchester, Connecticut, in 1861, and studied law for a year at Columbia University. He first came to Japan in 1888, says the "Japan Chronicle," and taught at the Meiji Gakuin. Returning to America in the following year to get married, he came back as the first foreign secretary of the International Committee of the Y.M.C.A., which was started in Japan through his efforts. In 1898 Mr. Swift resigned from the Y.M.C.A. and accepted a position in the Tokyo Higher Normal School, being subsequently appointed lecturer on the English language in the literature department of Tokyo University, a post which he held for 28 years. He also held other scholastic appointments. His services to Japan were recognised by the Japanese Government on several occasions.

Parson (in whisper to mother whose baby he is about to christen): "How do you spell her name—Anna or Hannah?" Mother: "I don't know, sir. I ain't no scholar, neither!"

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day — Queen's Theatre; "Steamboat Bill, Jr."

To-day — World Theatre; "La Boheme."

To-day — Star Theatre; "The Telephone Girl."

Aug. 31—Theatre Royal; Cecilia Hansen, the world's greatest violinist, 9.15 p.m.

September 2-3—Queen's Theatre; "A Kiss in a Taxi."

September 21—Promenade Concert at Volunteer Headquarters. Land Sales.

September 3—At P. W. D. Offices, Crown lands at Shamshulpo and Prince Edward-rd., Kowloon, 3 p.m. Lammers Auction.

September 3—At 5, Chatham-rd., Kowloon, valuable household furniture, 11 a.m.

Meetings.

To-day—Royal Hong Kong Golf Club confirmatory meeting.

To-day—Rugby Football meeting at Union Bldg., Pedder-st., 5.30 p.m.

August 31—Forty-first annual meeting of members of the Hong Kong Football Club in Messrs. Jardine, Matheson's board room, 5.30 p.m.

September 2—H.K.V.D.C. No. 2 Platoon Rifle Club meeting at the Peak Range, 9.30 a.m.

September 3—Hong Kong Cricket League annual meeting in the Sanitary Board Room, Post Office Bldg., 5.15 p.m.

September 6—Annual meeting of Mid-levels' Residents' Assn. at Ladies' Recreation Club, Peak-rd., 6 p.m.

Sports.

Sept. 6, 7—Soldiers' Club Billiard

Tournament: H.K.V.D.C. v 31st Battery R.A., 6 p.m.

Miscellaneous.

August 31—Netherland Consul General "at home" at the Chancery, Asiatic Bldg., 11 a.m. to noon.

August 31—Hong Kong Amateur Football league entries close on this date.

September 1—Second Moonlight picnic of St. Peter's Y. M. Club.

September 1—Miss V. Capell resumes her Dancing Classes on this date.

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HOLIDAY DRAMA.

THINGS SEEN IN EUROPE:
ECHOES & MEMORIES.

THE POLICE MUSEUM.

[By Edgar Wallace.]

Berlin.—If you think in drama you see drama in all the commonplace things of life, because drama is of the commonplace.

There was a shabbily dressed woman in the Pullman going down to Dover who had a little square blue card which she kept in her hand. Pinned to it was a large brooch at which she glanced continuously. She was rather pretty. She had been crying. I saw her at Calais—she was on the Nord Express. She was sitting in a corner of a sleeper, smoking a cigarette, and was reading, with every evidence of amusement, a letter which obviously she had opened on the train. At Brussels she left us. Looking down from my window at the Adlon, which commands a view of Unter den Linden, I saw her driving in a Rolls, magnificently attired. She was with another woman, apparently a maid or some sort of servant.

What did it mean—the brooch, the tears, the change of attire? To me, drama. To somebody else, a very deep sex story.

One of the Berlin newspapers asked me if I would be photographed in the streets with a Berlin policeman. I hate that sort of publicity, but I was obliging. The policeman was a fine specimen of a man. An ex-sergeant-major. Most of the police in Berlin are ex-N.C.O.'s—that is why they are the smartest and most efficient uniformed police in Europe.

You never see an old policeman, because they only serve ten years, when they retire with a gratuity of £250 and new N.C.O.'s take their place.

My policeman and I had a little chat through an interpreter. He guided my hand to a big hole in his shoulder and another in his arm. He was on the French front, Shrapnel. In his leg a few machine-gun bullets. There are scores of London policemen similarly marked.

A detachment of Berlin police is coming to London to study traffic problems—if my policeman is one of these I'm going to get him acquainted with a fellow sufferer. But to me he is drama—there is a story in him and a play in him.

ECHOES AND MEMORIES.

Out on Wanssee you pass the estate of Prince Leopold, a brother of the ex-emperor. Leopold does not come to Germany. When the revolution came he hoisted the red flag. He designed to play Philippe Egalite, though the fate of that copper-faced philanderer with revolution might well have been a lesson to him. The Grand Duke Cyril did the same sort of thing in the days when Kerensky was sneaking into the shoes of Lvov—affixing red bows to his bosom and voluntarily discarding his shoulder straps. And here is the fine estate of Leopold, with its byzantine towers, but without Leopold. The drama in that is the association between the three princes who sought a cheap popularity with the mob and had in exchange the worst kind of "pant-kick."

And here's the Garrison Church at Potsdam, scaffold poles about it and its pavements worn by the feet of soldiers who will march no more. Here on Sunday mornings came the Emperor from Sans Souci to pray. And before its doors the memorial to the dead of his guard. Steel-helmeted 1916, laurel-crowned, shakes hands with the soldier of Frederick the Great, whose medallion head looks down upon the tender anachronism. Potsdam with its handful of soldiers is a desert of a place, and the great barracks ring hollowly to the tread.

In Berlin came very excellent comedy. There came to my sitting-room a smart young man with many golden teeth. Under his arm a portfolio. He had an air of importance—he was, indeed, a Freiherr von und zu. At the time I was expecting a messenger from the Foreign Office to conduct me to the opening of the Reichstag.

We bowed—he effectively. As for me, I wear rubber heels, which refuse to click. "We would ask you if you have seen our criminal museum," said he.

I said I had not. Had I been invited? He was annoyed and pained. Such carelessness on the part of the Police President! Would I come with him? I fixed an hour, and we journeyed to Police Headquarters.

THE POLICE MUSEUM.

Everybody was most charming. The Vice-President received me—dark, good-looking, gentleman. The chief of the criminal police—who looked like an English Guards officer—was most courteous. The Commissioner of

SMALLPOX CASES.

IN ENGLAND DURING PAST DECADE.

LARGE INCREASE.

While smallpox has increased in Great Britain during the last ten years, there has been a remarkable decrease in other European countries, according to a report issued by the Health Organisation of the League of Nations. It is stated that in 1927 there were 14,931 cases in Great Britain, as compared with only 6,841 cases in the rest of Europe. No cases at all were reported from Switzerland, while Bulgaria, Czechoslovakia, Denmark, Hungary, Lithuania and Roumania have been free from the disease in the early part of this year. In Russia the number of cases dropped from 186,755 in 1919 to 16,547 in 1925.

In many countries the system of notification is not so efficient as that in Great Britain and this, to a certain extent, may account for the small number of cases reported. It is noteworthy, however, that vaccination is compulsory in almost every country in Europe.

Unensiveness. In England, where the incidence of the disease has mounted steadily since 1917, when only seven cases were reported, the situation is causing considerable uneasiness. The Ministry of Health official told a "Morning Post" representative that the mild form of the disease that has been prevalent recently has brought a falling-off in the practice of vaccination. At the present time, he said, only 40 per cent. of the babies born are being vaccinated.

A novel feature of recent epidemics, too, has been the heavy incidence in casual wards—a fact that may have played no little part in the spreading of the disease.

It is possible that some reinforcement to the present compulsory powers of vaccination in Britain will be recommended by the Department Committee set up by the Ministry of Health in 1926 to consider this subject.

BETS TAX EVASION.

BOOKMAKERS FINED 1974.

Fines ranging from £5 and five guineas costs to £152 and twenty guineas costs, and amounting in all to £974, with 216 guineas costs, were imposed by the Leeds stipendiary magistrate on thirty-four bookmakers, who were summoned for offences relating to the betting tax.

The proceedings arose out of visits paid by Customs and Excise officials to the Leeds Greyhound racing track.

Mr. Walter Hedley, K.C., for the Customs and Excise, said: "Notorious evasions of the tax have caused grave anxiety at the Treasury."

In imposing the fines, the stipendiary remarked, "You embarked upon a very systematic and deliberate scheme for defrauding the Revenue. You might have stood in another court on a much graver charge than this which would have involved a lengthy term of imprisonment. I do not intend to disqualify you, because I realise that the great proportion of you depend upon betting for your livelihood."

Police personally conducted me through the museum.

An interesting place—very melodramatic. The walls covered with the photographs of half-wits—on the psychology of which I am something of an authority. The "murders by imitation" were particularly interesting. One felt that, in happier circumstances and without their homicidal urges, they might have been copying a great critic and saying that I could not write love scenes.

Here is the wax mask of a man taken after his head had been struck from his body by the executioner's axe. He is smiling as at some quiet joke. He, too, may have recovered his sense of humour at a moment when such a recovery was of the greatest assistance. Criminals have that sense but rarely.

My interesting cicerone was waiting for me at the end. "Yes, I wanted you to see our criminal museum—I am very proud of it as a citizen of Berlin. What am I? Oh, I am a criminal! I have just done six years."

He would not take money from his staggered companion.

I will say this for the police, that, true to their traditions, they did not betray him—but I understand that when he called a taxi and drove me back to my hotel, two detectives followed to see that I did not get into mischief. "Morning Post."

JUDGE & OFFICER.

SHARP REPROOF FROM THE BENCH.

SPOKE TO THE JURY.

During the hearing in the King's Bench Division of a claim for damages for injuries received by reason of a defective cab door the jury, by direction of Mr. Justice Humphreys, inspected the cab. On their return into Court his Lordship inquired who was the person who accompanied them, states the "Morning Post." Counsel said that Inspector Docwra, of the Carriage Licensing Department did so.

Addressing the Inspector, Mr. Justice Humphreys said: Were you present in Court when I gave instructions that persons accompanying the jury must not speak to the jury at all?

Inspector Docwra—I had no in-

Did you get into this cab with three members of the jury and discuss the question of the cab or the mechanism of the lock?—Yes, I explained the mechanism of the lock to them.

"Why did you disobey my express orders?" asked the Judge. Inspector Docwra—I had no intention of doing so. I did so for the sole reason of assisting the jury in arriving at an explanation as to how the door could be on full lock or part lock.

Mr. Justice Humphreys—In other words, you were trying to assist the jury to arrive at a verdict on a statement not made in open court. Don't you know, as an inspector of police, that the jury have to decide questions upon statements on oath and not upon things said to them privately?

Inspector Docwra later gave evidence for the defence, and at the conclusion of his summing up Mr. Justice Humphreys said to him:—

"I know something of your record in the police force. I believe that it was entirely an act of stupidity on your part when you discussed this matter with the jury, and that you did not intend to disobey any orders or to influence the jury in any way improperly."

"Extremely Unwise."

"Having said this I do not propose to take any action in the matter, but I hope that for the credit of yourself and the force to which you belong, you will not do such an extremely unwise thing again."

It was claimed on behalf of the plaintiff, a visitor to London, that when she had entered the cab one of the doors flew open, with the result that she fell out and received severe concussion. She alleged that the driver-owner was negligent in not seeing that the door was securely shut.

The jury returned a verdict in her favour and awarded her £350 damages. They also awarded her husband £160 for special expenses to which he had been put through her illness.

Judgment was entered accordingly.

COMMON FIRES.

CARELESS VISITORS CAUSE DESTRUCTION.

During discussion on common fires at Chert by the Farnham Rural Council, it was stated that the lord of the manor had transferred his interest in the common to the Commons Preservation Society, and the Council passed a resolution that representations should be made to the society with a view to the appointment of a caretaker, who should collect fees from motorists parking on the common in order that a fund might be available for guarding it.

Carelessness on the part of visitors, which, in his opinion, amounted to criminal negligence, was stated by Mr. W. W. Schumper, K.C., to be responsible for the fires. It was not true, he added, that the fires were caused by broken glass. During the week he was driving past Frensham, and saw three men light a fire on the common by the roadside to boil a kettle. He had the fire put out, and used language to them that was unprintable.

The state of the common was dreadful, he continued. Visitors left not only litter but putrefying matter, and it was not poor people who left champagne bottles about or threw them into the pond. The larger the motor-car that brought people to the common the greater the amount of litter.

Mr. James Wolfe, the swimmer, who coached Miss Hilda Sharp for her Channel swim, rescued two French women who were in danger of drowning off Boulogne.

Miss Coombe, aged 25, a nurse of the Middlesex Hospital, Mortimer-street, W., was found dead in a bath at the hospital.

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PRICKLY HEAT

AND

HONG KONG

FOOT

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HYGIENIC AND FOOT POWDERS.

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AU FAIT ICE CREAM

QUARTS - - - \$1 50

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A WEEK'S PAPERS
IN ONE

"OVERLAND CHINA MAIL"
ILLUSTRATED.

CHINA NEWS, LOCAL NEWS
AND ALL THE NEWS

SEND IT HOME!

This week's issue of the "Overland China Mail" contains a complete set of pictures of the disastrous fire aboard the s.s. "Sui Tai," the Macao steamer.

Other local events are fully illustrated and in this connection the "Overland" stands alone among publications of the kind.

The story is given of the landing of the Cantonese politicians from Europe; Chiang Kai-shek's illness, and his present status in the Nationalist Party; how the "Young General" has allied himself to the Nanking faction but is holding off giving up Manchuria through fear of the Japanese.

All local news is fully covered.

READY TO-MORROW.

Mail via Suez closes at 10 a.m. on Saturday,
and via Siberia at 6 p.m. on Saturday.

SINGLE COPY 25 Cents.

(Sold on the streets and at the bookstalls or you can send your subscription to the office—H.K. \$13 per annum, or \$15 including postage abroad, half-yearly, quarterly, or specific periods per rate.)
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NAM WAH

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NEW SEASON GINGER

Well Preserved

Cheong and Mellanby's Guarantee

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Sport Columns

HOME SOCCER.

NEWCASTLE WHACKED AT HOME.

YESTERDAY'S RESULTS.

Division I.
Arsenal 1, Derby County 3.
Everton 0, Sheffield W. 0.
Newcastle 2, Burnley 7.
Sunderland 3, Blackburn R. 1.
Division III (S).
Gillingham 1, Torquay 1.
Plymouth 3, Swindon 0.
Division III (N).
Wigan 1, Halifax 1. —Reuter.

LOCAL SOCCER.

GARRISON LEAGUE READY TO START.

The Hong Kong Garrison Football League will commence its fixtures on Monday, September 3. The following are the fixtures for next week.
Monday, 3rd: 12th H. Bty., R.A. v. H.Q. Wing, 2nd Bn. K.O.S.B. Referee: L/Cpl. Shead, 1st Bn. Queen's R.R.
Wednesday, 5th: H.Q. Wing, 1st Bn. Queen's R. Regt. v. R.A.M.C. Referee: B.Q.M.S. Hutchins, R.A.
Friday, 7th: M.G. Coy. 2nd Bn. K.O.S.B. v. M.G. Coy. 1st Bn. Queen's R.R. Referee: Gunner Kinsella, R.A.
All matches are at the Chatham road, Kowloon, Ground. Kick-off at 4.30 p.m.

CORRESPONDENCE.

ACKNOWLEDGMENT.

(To the Editor of the "China Mail.")
Sir,—I am directed to request you to give publicity to the enclosed copy of farewell letter from the East China Baseball Team in your esteemed paper on the eve of their departure from Hong Kong on the 29th inst. and oblige.
Yours, etc.,
K. WONG.

O. W. Luke, Esq.,
The Chairman, South China Athletic Assn.,
Hong Kong.

Dear Mr. Luke:
On behalf of the East China Baseball Team, I am directed to thank you most heartily for your kind hospitality and successful entertainments shown towards us during our stay in Hong Kong. We feel that you have been an exceedingly excellent host, lavishing on us your many kindnesses which have made us feel that this has been a very happy and enjoyable trip. We cannot thank you enough for what you have done for us and we dare not promise you that we cannot fulfil in our present mood of grateful appreciation. We only hope that we may have the opportunity of repaying to some extent your kind treatment to your Dragon Baseball Team when they visit us in Shanghai next summer.

We have learned many things in Hong Kong, one of which is your wonderful organisation of the Junior League. Your keen interest of developing the Chinese youths to be future baseball "stars" of China is an example worthy of admiration and we take back with us your idea of organising baseball teams among the young people in Shanghai. We think that it would not be amiss to say that your Association is the father of baseball in China, and will be the recognised authority on baseball therein.

We wish to express again our sincerest thanks for the successful ending of your difficult task in making our sojourn here a most pleasurable and memorable one.

Cordially yours,
(Sgd.) W. Y. CHAN,
Captain,
East China Baseball Team.

INTERPORT BOWLS.

LOCAL PLAYERS LEAVE FOR NORTH.

"CHINA MAIL" SPECIAL.

The Hong Kong team of Interport lawn bowlers left for Shanghai yesterday. Five of the six players, Messrs. A. M. Hollands (Capt.), J. C. Brown, A. Chapman, W. Mair and J. Laing, departed by the s.s. "Shantung" at daylight, whilst the remaining man, Mr. A. W. Grimmitt, left by the "Empress of Russia."

The match with Shanghai is to take place on Thursday, September 6, and it will be umpired by Mr. A. McAllister.
The Shanghai team is to be composed of Messrs. N. Harrison, A. McLeod, H. Gordon Wright, and A. A. Malcolm (skip), with Messrs. R. P. Phillips and F. J. England as reserves.

Shanghai newspapers state that Hankow will be unable to send a team.

The Interport game will be described in the "China Mail" by our special correspondent in Shanghai.

HONG DOUBLES.

THE CONTESTANTS FOR THE FINAL.

G. W. Sewell and H. Owen Hughes entered the final of the Hong Doubles tournament yesterday by defeating A. D. Humphreys and R. K. Valentine by 6-4, 6-3, the winners now having to meet R. Gordon and W. D. Fiddes Wilson in the final.

SWIMMING RECORD.

WOMAN'S QUICK HALF MILE.

Dundee, Yesterday.
Miss Gladie Stewart won a half-mile freestyle swimming race in 12 min. 33 3/5 secs., clipping 3 3/5 seconds from the American, Miss Norelius' world's record.—Reuter.

BASEBALL.

SHANGHAI CHINESE DEPART.

The Shanghai Chinese (East China) baseball team, headed by Mr. W. Y. Chan, captain, and Mr. Albert Liu, manager, after a stay in Hong Kong of two weeks as guests of the South China Athletic Association, departed yesterday by the s.s. "Empress of Russia."

The team was seen off by a number of members of the local baseball clubs, consisting of, among others, Mr. Harry H. Sling, manager, and Mr. Richard Shim, assistant manager, of the South China Baseball teams; Mr. Wong Kum-ying, Mr. Soo Huen-yau, and Mr. Loo Hap-foo, of the social committee of South China Athletic Association; and Mr. Hin Wong, hon. secretary of Hong Kong Baseball Association.

Before sailing, the team was informally entertained by Sir Shou-sun Chow, one of the honorary presidents of the South China Athletic Association; and Lady Chow and other ladies went on board the "Empress" to see the team off. The visitors were taken across the Harbour by a launch specially engaged by the South China Athletic Association, and the launch followed the "Empress" until she was clear of the Harbour. Cheers were exchanged between the departing team and its hosts, while firecrackers, including a long one, were let off.

The visitors did very well during their stay in Hong Kong, winning five and losing only one game. The team carried off the cup presented by Sir Shou-sun Chow.

The Chinese Y.M.C.A. assisted throughout the short sojourn of the visitors by opening the hostel to them under most favourable conditions, owing to the courtesy of Mr. Y. H. Teao.

GOLF.

THE HANDICAP PLAYER'S COMPENSATIONS.

(By Harry Vardon.)

Which is better—to be a hopeful handicap player at golf, or a full-fledged scratch man?

At first blush, this may seem an absurdly easy question to answer. What is it that every golfer seeks to be? Even is it like asking a person whether he would rather be a millionaire or a merely ordinary mortal? Nobody would expect to get full marks if he plumped for the merely ordinary mortal. And yet I have heard of a sugar-planting millionaire who cannot sleep at night unless his attendants prop him upright in an armchair, and of the richest man in the world who always exceeds the legal five minutes in searching for a lost golf ball, and goes home full of gloom if he cannot find it.

Similarly, I know plus and scratch golfers who are unhappy. Sometimes their driving is not exactly as it should be. Or every now and again they are socking a masher shot. It is disturbing.

From the psychological point of view, the main difference between the bad player and the good player seems often to be that the bad player goes home deliriously happy if he has hit three good drives, and the good player goes home worried if he has hit three bad ones.

I wonder sometimes whether there is anybody quite so lucky as the duffer on the links. If famous golfers could enter completely into dufferdom for a week, they might be immensely interested. They are as retired millionaires; they know comparatively little of the doubt, hope, expectancy, apprehension, and other influences that help to make life exciting to ordinary individuals.

I once saw a famous player slice his drive over the railway wall at the sixteenth hole at St. Andrews in the semi-final of an amateur championship. There was as much amazement as one would expect if the Prime Minister suddenly stood on his head in the House of Commons. And yet why should not a famous player slice a drive terribly and finish on the railway track?

It is unfortunate that, in first-class tournaments, the dullness of seeing people perpetually addressing the ball on the teeing ground and hitting it down the middle of the course becomes oppressive. It seems absurd that they should be bothered with such a formality. It would be just as reasonable for a champion swimmer to be tipped out of a boat in a small pond, and for the spectators to be asked to find a thrill in the thought that he might be drowned.

SYMPATHY.

Uncertainty is the salt of life, and it is the fact that the duffers at golf have such a lot of it that makes them so lucky. They never know what is coming next. There are people who think that the state of dufferdom is unhappy—like rheumatism or insomnia, which is often advanced as its cause.

It would be a great good thing for the golfing world to realise that the individual who executes a lot of bad shots taps the sweetest pleasures of the game in his occasional good ones.

It is perhaps time that he soared into the seventh heaven of delight about his condition, and, in a delicate and decorous manner, proffered his sincere sympathy to the people who seem to be physically and mentally incapable of playing a really bad round.

Assuming that we have now goaded the humble handicap golfer into a state of satisfaction, let us proceed to ram home very sharp points for the enlightenment of plus or scratch men. The player who wins scratch medals in the ordinary way, and breaks the record for the course when he feels that he simply must do something new, is often of the type who makes his way from the last green with sadness written upon his countenance.

He is worried. His caddy, wrapped in that impenetrable gloom

MONEY & SHARES.

TO-DAY'S QUOTATIONS.

On London—	
Bank, wire	2/-
Bank, on demand	2/- 1/16
Bank, 30 days' sight	—
Bank, 4 months' sight	2/- 1/4
Credits, 4 months' sight	2/1
Documentary 4 months' sight	2/1 1/2
On Paris—	
On demand	1242 1/2
Credits, 4 months' sight	1317 1/2
On Berlin—	
On demand	—
On New York—	
On demand	48 1/2
Credits, 30 days' sight	50 1/2
On Bombay—	
Wire	133 1/2
On demand	133 1/2
On Calcutta—	
Wire	133 1/2
On demand	133 1/2
On Singapore—	
On demand	86 1/2
On Manila—	
On demand	97 1/2
On Shanghai—	
On demand	76 1/2
30 days' sight (private paper)	—
On Yokohama—	
On demand	107 1/2
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	9.65
Silver (per oz.)	26 1/2
Bar Silver in Hong Kong	4 1/2 % prem.
Chinese Copper Cash nom.	—
Chinese Copper Cents 6 % prem.	—
Rate of Native Interest	7 % p.a.
Chinese Sub. Coin	30 1/2 % dis.
Hong Kong Sub. Coin Par.	—

LONDON EXCHANGES.

London, Tuesday.	
Paris	124.25
New York	4.85 9/32
Brussels	34.90
Geneva	25.20
Amsterdam	12.10 1/2
Milan	92.55
Berlin	20.36
Stockholm	18.13
Copenhagen	18.19
Oslo	18.19
Vienna	84.425
Prague	163 1/2
Helsingfors	192 1/2
Madrid	29.205
Lisbon	2 7/32
Athens	375
Bucharest	795 1/2
Rio	5 25/32
Buenos Aires	47 1/2
Bombay	1/5 31/32
Shanghai	2/7 1/2
Hong Kong	2/0
Yokohama	1/10 9/32
Silver Spot	26 1/2
Silver Forward	27 1/16

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THE SHARE MARKET.

Stock	Hong Kong Stock Exchange
T.T. on London	2/-
T.T. on Shanghai	76 1/2
Bank	—
Hongkong Bank	\$1285 b
do. Lon. Reg.	\$128 b
Chartered Bank	\$214 b
Mercantile A. & B.	\$26 b
do. C.	\$14 1/2 b
P. & O. Bank	\$34 b
Bank of East Asia	\$77 b
Insurance	—
Canton Insurance	\$605 b
Union Insurance	\$363 b 365 a
North China Insurance	\$140 b
Yangtze Insurance	\$160 b
China Underwriters	\$255 b
China Fire Insurance	\$250 b
H.K. Fire Insurance	\$770 b
Shipping	—
Douglas	\$38 1/2 b
H.K. Steamships	\$25 b
H.K. Trugs & Lighters	\$5 b
Indo-China (Def.)	\$5 b
do. (Def.)	\$72 1/2 b
Shall Transports	\$107 b
Water-Boats	\$20 1/2 b
Mining	—
Bengal	\$215 b
Kailan Mining A.D.	\$57 b
Langkats (Combined)	\$11 b
do. (Single)	\$75 b
Shanghai Exploration	\$245 b
Shanghai Loans	\$14 b
do.	\$4.85 b
Tromoh Mines	\$17 1/2 b
Docks, Wharves, Godowns, &c.	—
H.K. & S. Wharves	\$137 b
H.K. & S. Docks	\$137 b
H.K. & S. Lighters	\$555 b 570 a
Hongkong	\$156 b
New Engineering	\$75 b
Shanghai Docks	\$100 b
Cotton Mills	—
Ewo Cottons	\$3.80 b
Oriental Cotton	\$2.40 b
Shai Cottons (Old)	\$75 1/2 b
do. (New)	\$72 1/2 b
Lands, Hotels & Bldgs.	—
H.K. & S. Hotels	\$870 a
Hongkong Lands	\$55 1/2 b 55 1/2 a
Shanghai Lands	\$188 b
Humphreys Estates	\$144 b
Hongkong Realities	\$75 b
H.K. Territorials	—
Prince's Buildings	—
Public Utilities	—
H.E. Tramways	\$24.35 b
Peak Trams (old)	\$13 b
do. (new)	\$8 b
Star Ferries	\$64 a
China Lights (comb.)	—
do. (old)	\$12.15 b 12 1/2 a
do. (new)	\$11.30 b
do. 1923 issue	\$11.80 b
H.K. Electric	\$504 b
Electric (new)	\$49 b
Macro Electric	\$204 b
H.K. Telephones	\$130 b
H.K. Buses	\$11 b
Sinapore Traction	\$12 a
do. Pref.	\$17 1/2 b
Industrials	—
China Sugars	\$14 a
Malayan Sugars	\$17 b
Canton Ice	\$3 1/2 b
Cements (comb.)	\$94 b 935 a
do. (old)	\$8 a
do. (new)	\$14 a
H.K. Ropes (old)	\$3.55 b
do. (new)	\$3.80 b
United Asbestos	\$5 a
Stores &c.	—
Dairy Farms	\$22 b
Watsons	\$144 b
Der A. Wings	\$0 eta. b
Lane, Crawfords	\$24 b
Macintosh	\$24 b
Sinceres	\$94 b
Wm. Powells	\$3.15 b
Miscellaneous	—
H.K. Amusements	\$294 b
H.K. Constructions	\$1.35 b
H. Ind. & Bonds	64 1/2 b
H. K. Govt. Loans	6 % Prem. b



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WORLD NEWS IN PICTURES.

Talks to Scientists.



Sir James Irvine, principal of St. Andrew's University of Scotland, and authority on methylated sugars and carbohydrates in general, who addressed the opening sessions of the American Chemical Society Institute at Evanston.

"Now Lean on the Old Apple!"



Here is Bill Sherdel, star southpaw of the St. Louis Cardinals, telling his five-year-old son, Junie, how to hit the ball. The younger Sherdel says he's going to be a pitcher just like his dad.

Cleans Up Plotters.



One of the latest pictures of President-elect Alvaro Obregon, who, following the assassination of President-elect Alvaro Obregon, massed the federal army and rural units to run down anti-Obregon plotters.

He Tried to Capture Paris.



The ex-Crown Prince Frederick Wilhelm of Germany once led an army and tried to capture Paris, but now he's content to motor about the countryside near his home at Oels. With him in the picture is his wife, the Princess Cecilie.

To Represent U.S.

"Colonel" Williams!



She's just seventeen, is Marion Williams of Paducah, Ky., but she's "Colonel" Williams, by virtue of a recent appointment by Governor Flem D. Sampson. Her military rank was conferred because of her activity in aiding the work of junior agricultural boys and girls.

Official Photos of Nominees.



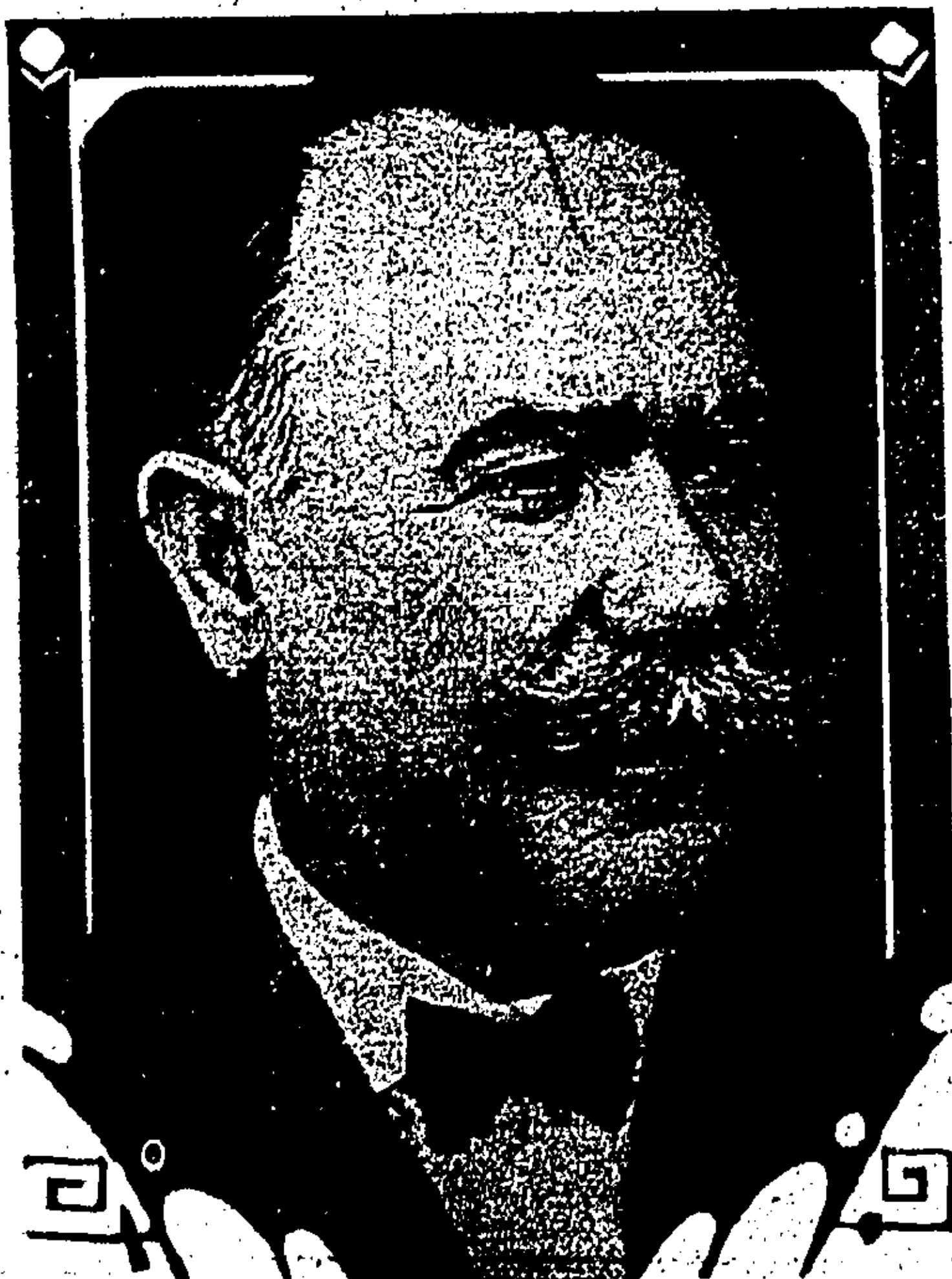
Above are the official photos of Herbert Hoover, candidate for the presidency on the Republican ticket (right), and Senator Charles Curtis, his running mate. They were designed for poster and newspaper reproduction.

Latest Mode in Pyjamas for Milady.



There is a note of grace and femininity that carries the latest Parisian impression in these smart pyjamas shown at one of the recent fashion exhibits. On the left is the "Lido" pyjama suit of crepe de chine and tussare in green, black and white. On the right is the "Twilight" suit of blue and white printed georgette with harmonizing dark blue and white flowers.

Latest Portraits of Obregon.



This photograph of the martyred president-elect of Mexico was taken only shortly before his death and following the demonstration which greeted his arrival in the capital from his ranch home in northern Sonora.



E. B. Stouffer, dean of the University of Kansas Graduate School and a professor of mathematics at the college, who will represent the United States at the International Mathematical Congress in Bologna, Italy.

Comes Out for Al.



William H. Woodin, president of the American Car and Foundry Co. and the American Locomotive Co., formerly an old line Republican, has announced he will support Governor Alfred E. Smith for president.



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Kowloon-27 Bond, C., Res., 106, Kowloon Tong.
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THE MOTORISTS' PAGE

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KNIGHT CARS.

LUXURY SIX AT A
FAIR PRICE

QUALITY FIRST.

A new line of six cylinder motor cars, designed as companion cars to the Stearns-Knight de luxe eights which created such unusual comment at all the American motor shows early this year, was recently announced by the manufacturers in Cleveland, Ohio, U.S.A.

The series 80 line materially strengthens the Stearns-Knight position in the quality car field, providing that company coverage in a new price range from \$2,495 to \$2,945, f.o.b. factory.

The new cars are characterised by bodies of ultra modern design, a decidedly custom built effect being imparted to the general design by the use of a full rounded upper back, curved roof sides and deep, full crown fenders. This mark of style and quality is enhanced by a narrow radiator and by the employment of large nickel-plated headlights with smaller sidelights mounted in nickel brackets which extend through the body to give maximum rigidity. The new Stearns-Knight Six has been developed along the general design of the eight-cylinder model in its external appearance, and is characterised by long, low lines.

Six body styles are included in this group of lower priced quality cars, these being a cab roadster, a close-coupled sedan, a 5-passenger coupe, a 5-passenger sedan, a 7-passenger sedan, and a 7-passenger limousine. The limousine is equipped with a glass partition between the driver's seat and the rear compartment.

Roominess.

Two chassis types are supplied for the new car, one with a wheelbase of 126 inches for the cab roadster, close coupled sedan and 5-passenger sedan, and one with a wheelbase of 134 inches for the other three models.

The six body styles are offered in five distinctive colour variations with three combinations of upholstery of the finest broadcloth to match, thus providing a wide range to satisfy individual preference.

Interiors are marked by unusual roominess with appointments in keeping with the quality tone of the car throughout. The interior compartments are lighted by a centre dome light and two auxiliary lights in the rear corners. An automatic door switch provides a safety foot light when the rear doors are opened. Toggle grips at each side, as well as comfortable padded arm-rests are other features of the new six cylinder models. Concealed pockets are provided in the rear doors. Smoking and vanity sets are provided in the same smart patterns of dull silver as the other interior hardware, and wood panelling is of circassian walnut.

The instruments on the decorative dash panel are conveniently grouped. Spark and gas throttle are in the centre of the steering wheel, and the headlights are controlled by means of a switch located on an extension arm of the steering column at the finger tips of the driver. The horn button also is located on the extension arm with the horn in front of the radiator at the lower left side.

70 H.P.

The Stearns-Knight Six, which has established a new low price range for luxury cars, is powered by a Stearns-Knight sleeve valve engine which incorporates the most recent advancement in this type of engine. It develops a maximum of 70 horsepower and is capable of a sustained speed of 70 miles an hour. In power accomplishments it has shown outstanding ability to mount the steepest grades in high gear. It is this type of engine that has gained a world-wide reputation for power, speed, smoothness of operation, economy and longer life.

The new Stearns-Knight Six is now in steady production, and plans are being made to steadily increase the car's building schedules at the Cleveland factory to meet the anticipated demand from the field.

SHACKLES.

STUDEBAKER BALL
SPRINGS.

DEALER'S STATEMENT.

The adoption of ball bearing spring shackles for the new line of champion motor cars announced by Studebaker is an added demonstration of Studebaker's engineering leadership, according to Mr. Parsons, local Studebaker-Erskine dealer, of the Hong Kong Hotel Garage. These shackles are exclusive to Studebaker cars. Studebaker's new ball bearing spring shackles provide greater riding comfort, eliminate squeaks, rattles and adjustments and require inspection only at 20,000-mile intervals when lubricant may be added if necessary.

"Before Studebaker engineers approved ball bearing spring shackles," said Mr. Parsons, "they were tested in more than 177,000 miles of driving on Studebaker's 800-acre Proving Ground and over U.S. trans-Continental roads, tests more stringent than would ever be encountered in normal use."

"There was not one single bearing failure during these tests, and when they were completed, the shackles were functioning as quietly and as smoothly as the day they were put on the cars. Although some of the individual cars had accumulated a total of more than 35,000 miles, inspection revealed that no addition of lubricant was necessary."

"Such tests proved the value of the ball bearing shackle beyond all doubt. Accordingly Studebaker engineers approved them as standard equipment on all Studebaker President, Commander and Director models. Coupled with deep, luxurious upholstery and hydraulic shock absorbers which are standard, these shackles give an unexcelled degree of riding comfort."

"The average motor car owner, while conscious of the presence of spring shackles on his car, knows little about them. Spring shackles provide a flexible connection between the spring and the frame, and are subject to a constant back and forth motion caused by springs flexing. If their action isn't free and smooth, springs cannot cushion road depressions properly—and what is worse, rattles and squeaks and expense of adjustments follow."

SIX WHEELS.

SOLUTION OF TRANSPORT
PROBLEMS.

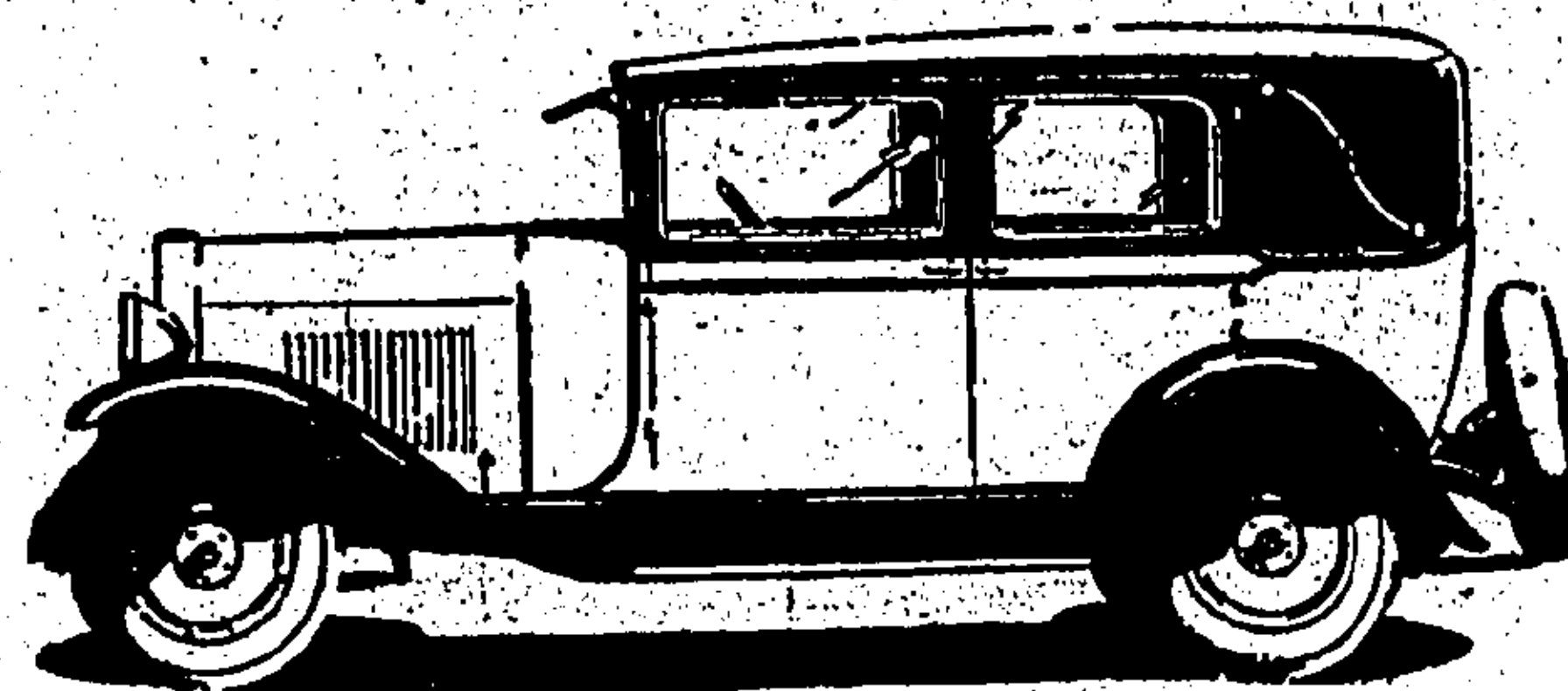
It is fully recognised that there are in many parts of the world large areas of great potential productivity where land is of nominal value only because of the lack of suitable transport. Both railways and roads have their limitations, whether imposed by economic or other conditions, and require the investment of a large amount of capital which demands a return within a reasonable period. The obvious alternative lies in the use of mechanical transport designed and built especially for primitive and unbroken tracts. Thus, the development of vast areas of country depends to a very large extent upon the introduction of suitable motor transport.

The Morris-Commercial six-wheeled chassis offers an excellent solution to problems of transport across rough and undeveloped country. In the first place, its initial cost is low, while the construction peculiar to this particular vehicle is such that the proper maintenance of the machine calls for but little more attention than the ordinary 4-wheeled type of commercial vehicle.

As to performance, the machine has been bought and thoroughly tested by the British Admiralty, War Office, Royal Air Force, and India Office, with very satisfactory results. Overseas it is being employed in places as far apart as Australia, Persia, China, Africa, Patagonia and Finland. In the various parts of the African continent alone it is already in use in the Gold Coast Colony, Nigeria, Kenya, Uganda, Tanganyika, Nyasaland, The Sudan, Rhodesia, Portuguese East and West Africa, and the Union of South Africa.

There are actually two models of the Morris-Commercial six-wheeled chassis now on the market—a 30 cwt. model and a 2-ton model. In the case of the former, the maximum body length is 8 ft. and with the 2-ton model, 12 ft.

AN OUTSTANDING MOTOR CAR



Everyone is talking of the wonderful appearance of the new Oldsmobile Six. Its lines are typical of the latest trend in automobile smartness. One of the outstanding cars of 1928, it has been the subject of widespread praise and admiration.

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Experience the pride of possession that comes from owning a car everyone stops to examine. Come and see these beautiful cars to-day.

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• ROADSTER 2 Passenger	2100 "	495	56	219	770
• TOURER 5 Passenger	2150 "	495	56	219	770
• COACH 5 Passenger	2480 "	535	45	270	900
• COUPE 2 Passenger	2305 "	595	45	270	910
• CARRIOLET 4 Passenger	2340 "	685	45	270	980
• SEDAN 5 Passenger	2505 "	675	45	270	990
• LANDAU 5 Passenger	2475 "	715	45	270	1020

• • • Hong Kong Price includes spare rim, Tyre & Tube, Right Hand Drive.
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• • • Hong Kong Price includes spare rim, Tyre & Tube, Bumper, Bull Horn, Right Hand Drive.

'SERIES L. O. "CAPITOL"

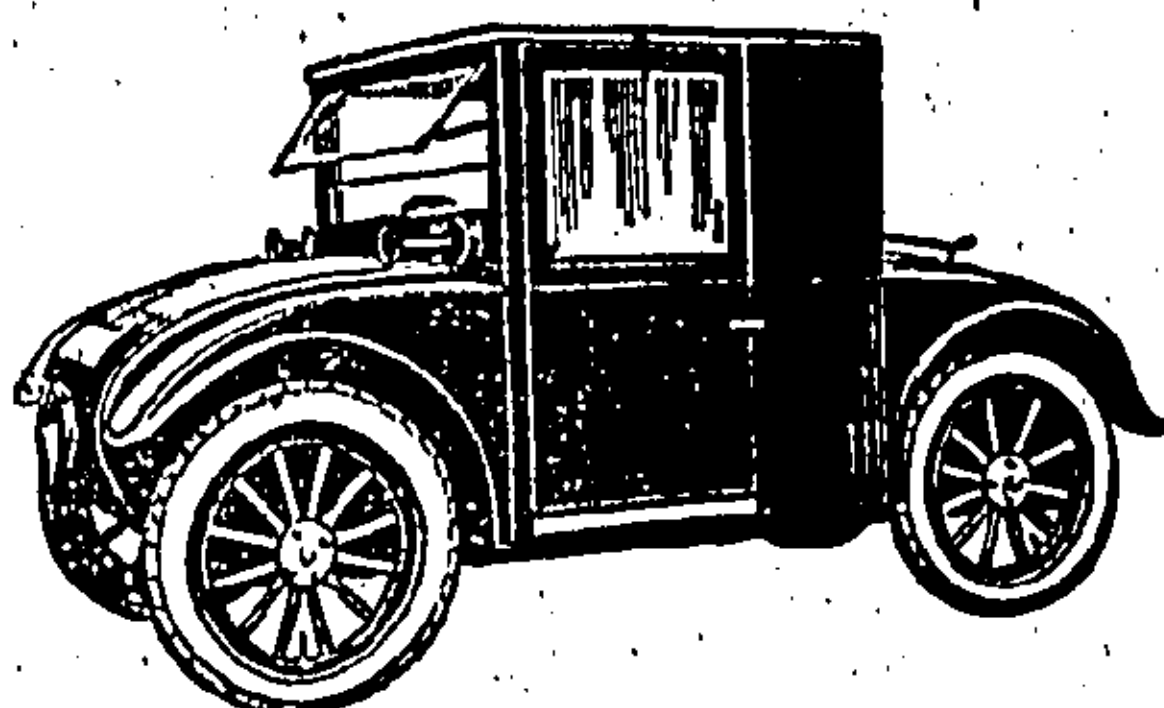
R.A.C. Horse Power Rating	21.7	Brake Horse Power 35 at 2200 Revolutions			
PISTON/Displacement	170.9 Cu. In.	Wheelbase 124 inches			
Chassis 1 Ton	2180 lbs.	G\$485	G\$40	G\$185	G\$ 720
Chassis 1 Ton with Cab	2500 "	510	40	185	840
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• • • Hong Kong Price includes spare rim, Tyre and Tube and 4 fenders.

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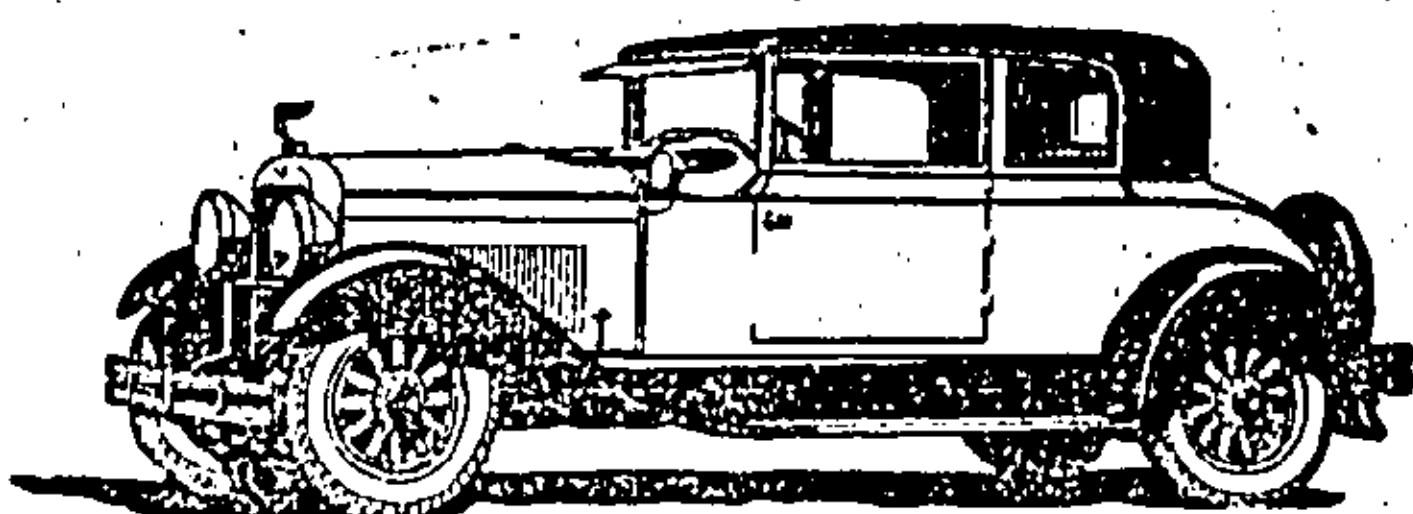
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Tel. C. 6.

COMMERCIAL CARS.

IMPORT DUTY IN BRITAIN.

(By G. M. Young, Director of the Albion Motor Co.)

A duty of 33 1/3 per cent. was placed on all imports of commercial and public service vehicles on May 1, 1926, largely owing to the efforts of the Association of British Motor Manufacturers. Before that private cars were subject to an import duty and Customs officials admittedly found it almost impossible to discriminate between private cars and commercial vehicles, more particularly in regard to replacement parts. In the case of the light van chassis as imported from America, the private car and commercial vehicle chassis parts are in many respects identical, and it was found to be quite impossible to keep track of such parts on which a return of duty had been made, and undoubtedly there was considerable evasion of the private car duty prior to May, 1926.

It will be seen, therefore, that if a duty on private cars is thought to be necessary or desirable, it automatically follows that a duty must also be placed on commercial and public service vehicles from the point of view of Customs and Excise administration. There is no doubt that the import duty has stimulated the production of commercial vehicles, and this can be seen from the estimated production for the following years of commercial vehicles:

1924	26,532 vehicles
1925	32,000 vehicles
1926	41,500 vehicles
1927	52,000 vehicles

HEAVY STOCKS.

After the war the commercial vehicle industry suffered severely owing to the fact that Britain became the dumping ground for thousands of lorries belonging not only to the British army but to all Allied armies. The industry, in fact, was brought almost to a complete standstill as the result of this policy. It is not worth while re-opening the question of the Slough agreement, but it is within the memory of all readers that a contract was entered into with the Slough Trading Co. under which the whole of the motor vehicles, spare parts and tyres owned by the British army, not only in Britain but in all theatres of war, were acquired for a sum which enabled this company to sell these vehicles at extremely low prices.

The result was that commercial vehicle manufacturers were unable to sell the output of their factories, and accumulated in nearly all cases very heavy stocks, ultimately having to face serious losses. The effect of this agreement and further foreign competition made it very difficult indeed for the commercial vehicle manufacturer to make a fresh start, and there is no doubt that the safeguarding duty, imposed by the Government in May, 1926, gave the real impetus which enabled manufacturers to go ahead with increased manufacturing programmes and so enabled them to compete more effectively in the overseas market.

Prices of commercial vehicles have been reduced in an astonishing manner since the war, and today the average price of twelve typical commercial vehicles (on a gold basis) is 104.2 per cent. of the year 1914 as 100. The cost of living index for 1927 was 187, and it is questionable whether there is any other commodity sold at the present time where such good value is obtained for the money. It should be noted that present-day prices include very radical improvements in design, electric lighting, spare wheels and tyres, and in the case of the lighter vehicles, pneumatic tyres.

The effect of the import duty can be seen from the fact that in the year 1926 the total commercial vehicle imports of chassis and complete vehicles were in excess of exports. In the year 1926 the total imports and exports were approximately equal, while in the year 1927 British exports exceeded imports.

HEALTHY INDUSTRY.

The very heavy task of attempting to regain foreign markets which had been lost during the war has been materially assisted by the import duty, which in some measure has protected the home market and enabled manufacturers to increase output, with a consequent reduction of overhead charges. It should be noted that in the motor industry the percentage of unemployed in 1927 was only 6.6 per cent., and this year is still further reduced to 5.8 per cent. In March, 1928, the numbers employed in the industry have also shown a progressive increase, and it can be definitely claimed that the decrease in unemployment is substantially due to the import duty.

KOWLOON BUSES.

BODIES BY W. S. BAILEY & CO., LTD.

EXCELLENT WORK.

Three new buses built to the order of Messrs. Alex. Ross & Co., Ltd., by Messrs. Bailey & Co., Ltd., for the Kai Tak Motor Bus Co. have been officially inspected and tested at Kowloon, and, being found highly satisfactory, at once put to work on the roads; two similar buses are almost completed by Messrs. Bailey & Co., Ltd. The chassis of these buses are of the well-known "Dennis" low spring type, and were delivered to Bailey's shipyard a month ago since when the entire construction, upholstering, electric lighting, painting, polishing and lettering, etc., have been completed.

The bodies of these buses are of strong design and excellent finish and provide seating accommodation in upholstered Rexine covered spring seats forward for eight first class passengers, and polished hardwood seats aft for twelve third-class passengers. The interiors of the buses are neatly covered with Rexine, the floors of first-class compartment with linoleum and floors of third-class compartment spars. The windows are of the Strachan and Brown patent adjustable sliding type and the electric lighting, by Messrs. Wm. C. Jack & Co., Ltd., of neat and effective design.

At a trial of the buses on the 22nd inst. there were present for the Kai Tak Co. Messrs. Ho Sui-woon, Manager, Lam Mo-sing, Secretary, and Wong Fong-lai, Chief Engineer, Sub-Inspector Mason for the Police Department and Messrs. C. F. Mendham and A. A. Dand for the builders. Brake and lighting tests and general inspection were carried out by Inspector Mason and the buses then run at 30 m.p.h. when both brakes were applied pulling up the buses within their own lengths.

On the 24th inst. further trials were made in the presence of Mr. D. Burlingham, D.S.P., and Inspector Mason, Mr. T. Hayward for Alex. Ross & Co., Ltd., and Mr. Dand for the builders. The buses were tried on Tai-po-road and proved excellent climbers, quite free from vibration and most comfortable; brake tests as before were made coming down hill and the buses were duly approved by Mr. Burlingham as highly satisfactory and a great credit to all concerned.

HUP SIX.

TAKES QUEZON TO HIS HOME.

Immediately after disembarking from the Dollar liner steamer "President Pierce" President Quezon hurried through the crowd and jumped in a Hupmobile Six accompanied by Mrs. Quezon and Felipe Buencamino, Jr.

It was the choice of the Senate President to use a Hupmobile for a speedy trip to his home and true to its form, the Hup went through the multitude and hundreds of automobiles with ease. It was no great difficulty to drive the car and its quick acceleration made it that much easier.

Four Hupmobiles were ready for the Committee and they were all used in the parade. The Hupmobile Eight Sedan, which made its first appearance before the Manila public, was well praised and while waiting at Pier 7, a good crowd of motorists inspected and admired this Eight of the Century.

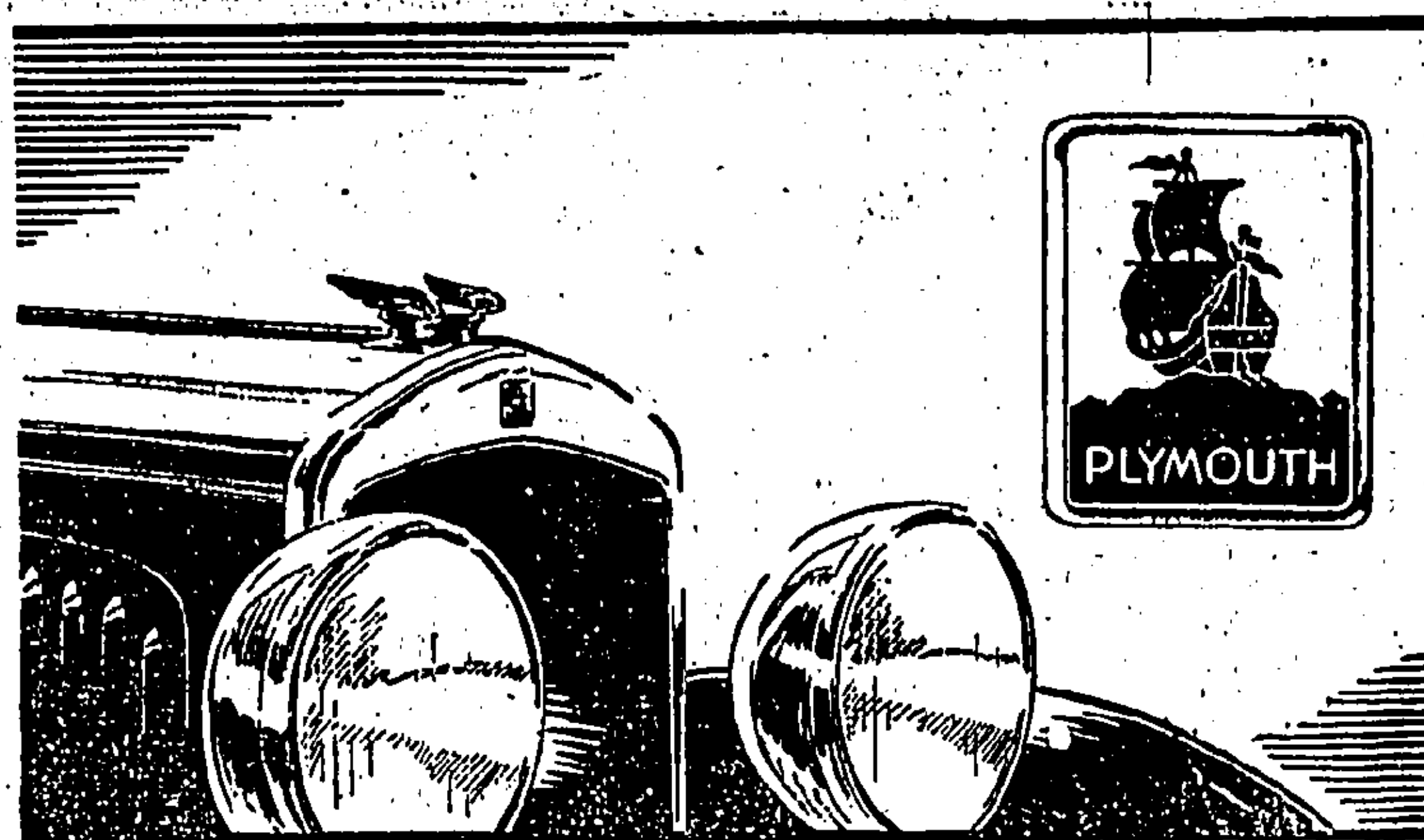
A wonderful Willys-Knight seven passenger Sedan was also used by the committee and it deserved the preference on account of its roominess. All cars offered to the committee by Parsons, Hardware Company and the Manila Overland Sales Co. were received with much enthusiasm as it marked the first time that both of these concerns offer their brand new cars for such purpose.

which came into operation in May, 1926.

Lastly, it is freely admitted on all sides that a strong and healthy commercial vehicle industry is essential in the interests of the country. The part played by the commercial vehicle in the recent General Strike is well known, and it is not too much to say that the Government's success at that time was due very largely to the commercial vehicle.

As already indicated, the trend of prices has been very materially on a downward scale, and the productive capacity of the various commercial vehicle factories in Britain is such that competition is likely to be extremely keen for some time to come. Until the exports of the industry reach 50 per cent. of their total production, there can be no real stability or prosperity.

NEW CHRYSLER PLYMOUTH



A New Car..A New Car Style..A New Zenith of Low Priced Car Luxury and Performance

New slender profile chromium-plated radiator.—Long, low bodies.—Generous room for 2 to 5 passengers, according to body model.—Luxurious deep upholstery and appointment detail.—New "Silver-Dome" high-compression engine, for use with any petrol.—Smooth speed up to 60 and more miles an hour.—Chrysler light-action internal expanding hydraulic four-wheel brakes—no other car of this price possesses this feature.

With the new Plymouth, Chrysler is the first to give, at so low a price, the advantages of performance, riding ease, dependability and full adult size which characterise fine cars of higher price.

It is so revolutionary an advance over other low-priced cars, it is such conclusive evidence of the past year's strides in the science of motor car manufacturing that you will surely want to see it and drive it.

A Plymouth ride is the best demonstration of the ease with which it leaps from 5 to 60 and more miles per hour—the quiet of its power and the smoothness of its flight. You yourself must

put your foot to the light-action internal hydraulic 4-wheel brakes to know the confidence of the fastest and safest deceleration you have ever experienced.

And above all, you must see its beautiful lines and finish, and stretch at ease in its deep upholstered, full adult-size bodies, to comprehend how completely the Plymouth surpasses cars in the low-priced field.

Please see and ride in the Plymouth. We believe you will discover there has never been a car anywhere near its price that can approach the Plymouth for power, pick-up, smoothness, easy handling, safety, quietness and roominess—nor that can equal it in beauty and style.

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SHOW ROOM:

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CARS IN FRANCE.

NATIVES OWN MORE AUTOMOBILES.

TRUST COMPANY REPORTS.

While in 1920 only one out of 164 inhabitants of France owned a motor car, at the end of 1926, according to an estimate given by Andre Ilchelin in the "Echo de Paris" and transmitted to the Bankers' Trust Company of New York by its French information service, there was one motor car for every forty-three inhabitants.

The rapid growth of this French industry may be seen from figures compiled by the French Press for the twenty-first annual automobile salon lately held in Paris.

The number of cars in use on which taxes were paid in 1894 amounted to 200 only, and rose successively to 17,107 in 1904, 107,535 in 1914, 581,200 in 1924, 725,700 in 1925, 836,500 in 1926 and 891,000 in 1927. To this, about 100,000 more cars, either army property or machines not yet delivered to buyers should be added, on which no taxes had been paid.

OVERHEAD CAMSHAFT ENGINES.

The fact that the new Morris Minor is to be fitted with an overhead camshaft engine is a proof of the march of progress in petrol engine design. There is no doubt that the overhead camshaft engine is ideal for the small utility car, and it is only natural that Mr. Morris should realise it.

He is not, however, by any means the first manufacturer to do so, for as far back as 1926 Mr. W. E. Bullock, of the Singer Company, decided that an engine of this type was most suitable for the Singer Junior car which he launched at the Motor Show of that year.

The chief advantages of the O.H.C. engine are that it allows for a reduction in the number of moving parts and—more important still—for a reduction in the amount of moving weight. Its main difficulty is in connection with its transmission. This, on the Singer Junior, is effected in what is probably the most efficient, most silent and most simple way—a silent chain, with a special chain tensioning device. An added advantage of this system is that the camshaft sprocket can be detached from the shaft in a minute; with the chain left in position. The cylinder head can then be removed in the usual way for decarbonisation or other purposes.

CAUSE FOR JARS.

Faulty ignition causes jarring and jarring causes other bad conditions.

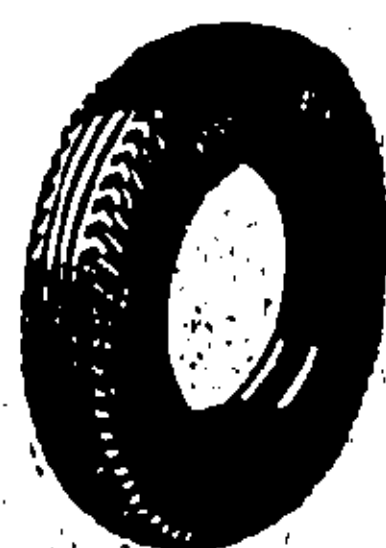


Great Moments In
The Lives of
Motorists

No. 3
of a series of 5

WHEN you've had an unpleasant experience with tires and you've decided to buy a complete new set only to find that you can't get all the information you want regarding mileage records and service and other things that men who buy tires want to know today and—

You come into our store and we give you just the information you want about Millers and the names of Miller owners who will tell you more and you decide Millers are the kind of tires you've been looking for all the time—man—you're on the right track at last.



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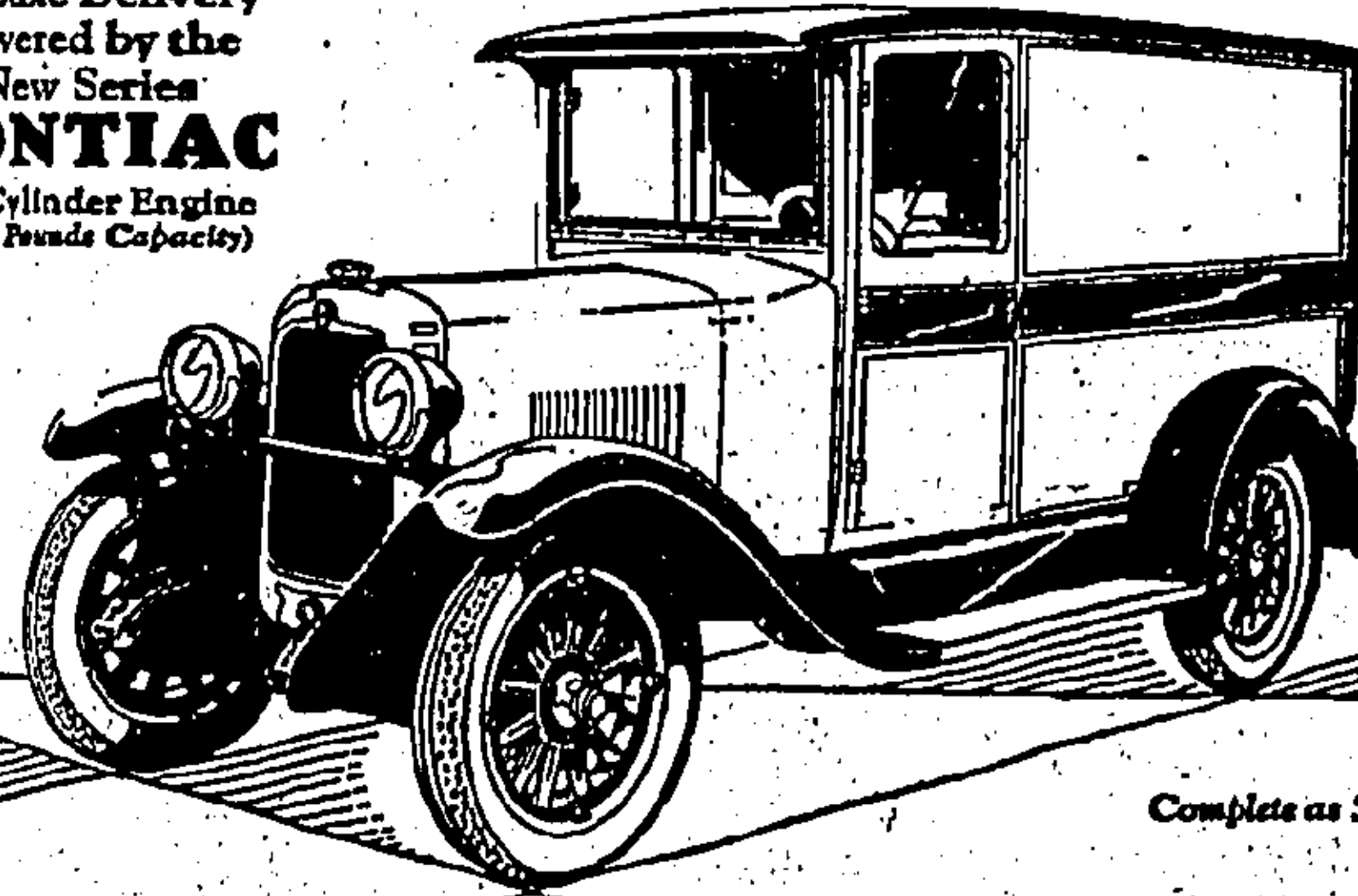
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ALWAYS INVESTIGATE WHAT GENERAL MOTORS HAS BEFORE YOU BUY

GENERAL MOTORS TRUCKS

De Luxe Delivery
powered by the
New Series
PONTIAC
Six-Cylinder Engine
(1000 lbs. Capacity)



Complete as Shown, \$770

Lowest price at which a
6-cylinder truck was ever offered

Four wheel brakes... Improved, new series, Pontiac engine... Ventilated crankcase... Duco finish... Modern in all equipment... Only vast resources make such values possible!

3 Great Series

PONTIAC

Six Cylinder Engine
1000 lb. capacity \$770
With Screen Body \$790
With Panel Body \$770
2000 lb. capacity \$790

BUICK

Six Cylinder Engine
Chassis prices
One ton \$1095
One and one-half ton \$1185
Two ton \$1270
(excludes delivery)
Local price \$1350
Two ton \$1400
(including wear and tear)

BIG BRUTE

Heavy Duty
Engine
2 1/2 tons to 3 1/2 tons capacity
prices ranging from
\$3690 to \$5820

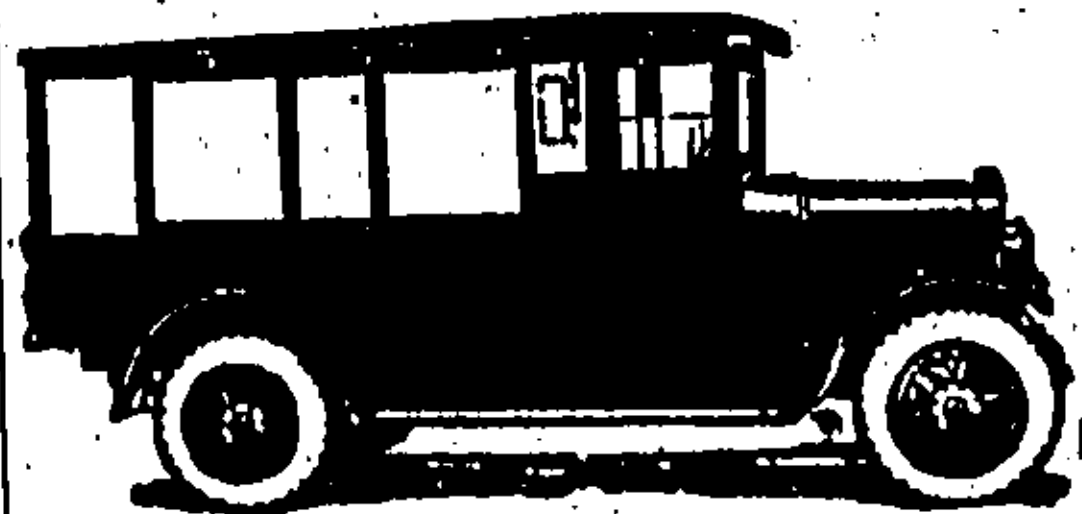
All prices f.o.b. Pontiac, Michigan

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FEDERAL TRUCKS.

1-7 1/2 Ton Capacity.

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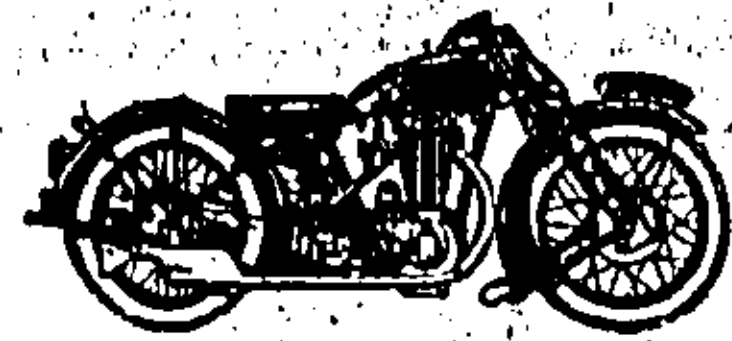
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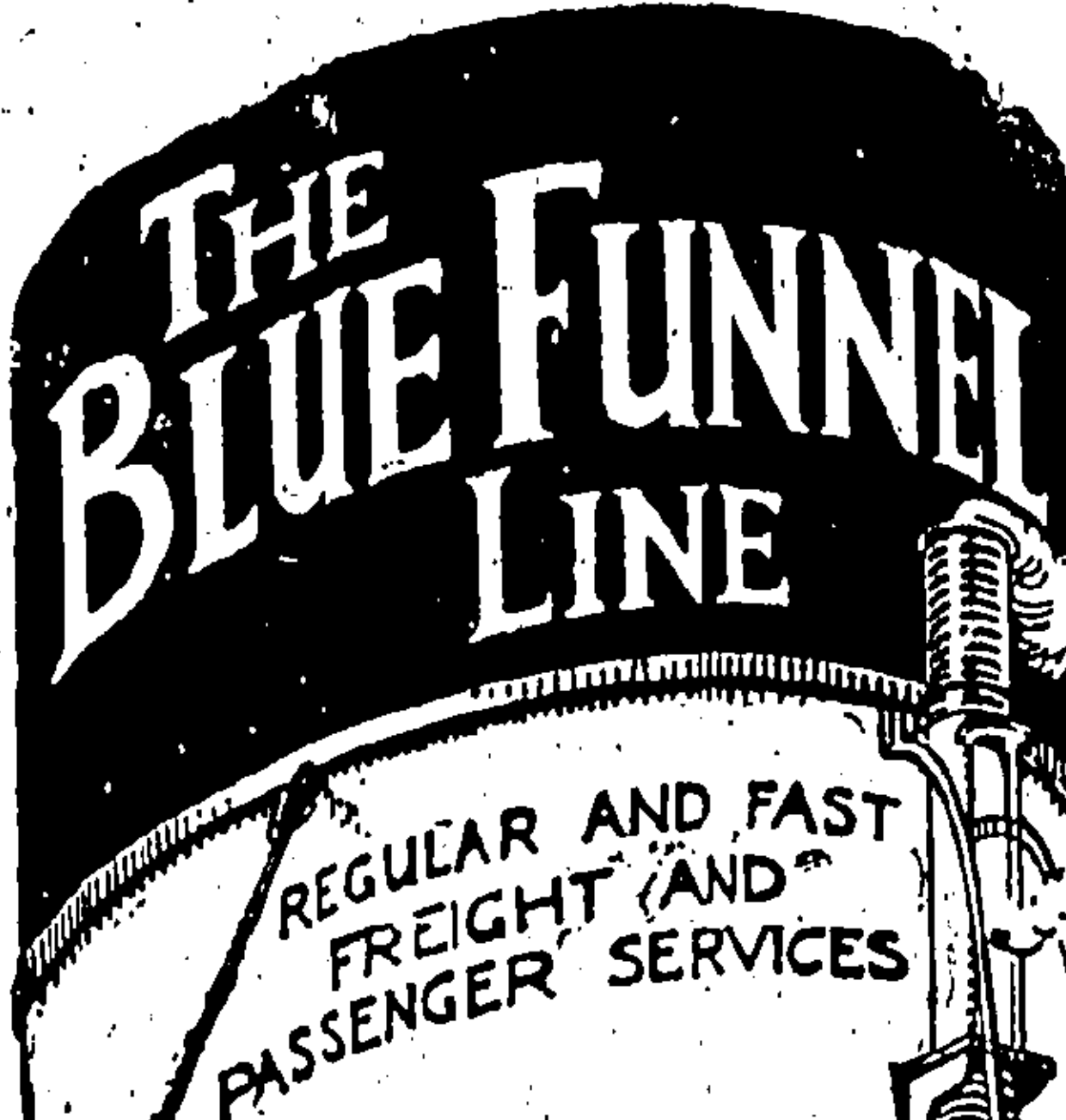


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"ACHILLES" 18th Sept. Marseilles, London, Rotterdam & Hamburg
"SARPEDON" 3rd Oct. Marseilles, London, Rotterdam & Glasgow

LIVERPOOL SERVICE.

"BELLEPHON" 20th Sept. Genoa, Havre, Liverpool & Glasgow
"EURYLOCHUS" 20th Oct. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

"KOBÉ & YOKOHAMA" 15th Sept. Victoria, Vancouver & Seattle
"PROTESTANT" 15th Oct. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"PHEMIUS" 21st Sept. Boston, New York & Baltimore
"AGAPENOR" 17th Oct. New York, Boston & Baltimore

INWARD SERVICE.

"ORESTES" due 5th Sept. Shanghai & Hankow
"EURYLOCHUS" due 6th Sept. Shanghai, Kobe & Yokohama

PASSENGER SERVICE.

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POST OFFICE NOTICE.

The Money Order Office has been removed to the Public Hall on the ground floor of the G.P.O.

The Hong Kong Postal Guide for 1928 is now on sale at the General Post Office and Kowloon Post Office at the price of 50 cents a copy.

The afternoon mail service to Macao has been resumed.

INWARD MAILS.

From	Per
THURSDAY, AUGUST 30.	
Shanghai and Amoy	.....Luchow
FRIDAY, AUGUST 31.	
U.S.A., Canada, Japan and Shanghai	.....President McKinley
Shanghai and Europe via Siberia	.....Naldera
SATURDAY, SEPTEMBER 1.	
Shanghai and Swatow	.....Sinkiang
SUNDAY, SEPTEMBER 2.	
Straits	.....Hakozaki Maru
Straits	.....Nagore
MONDAY, SEPTEMBER 3.	
Manila	.....President Taft
Australia and Manila	.....St. Albans
Canada, U.S.A., Japan and Shanghai	.....Empress of Asia

OUTWARD MAILS.

For	Per
THURSDAY, AUGUST 30.	
Saloon	.....Clara Jensen 4.30 p.m.
Japan	.....Kashgar 5 p.m.
Shanghai and Europe via Siberia	.....Kashgar 6 p.m.
FRIDAY, AUGUST 31.	
Swatow, Amoy and Foochow	.....Halvard Noon
Manila, Sandakan, Australia and New Zealand via Thursday Island—due Thursday Island, 15th Sept. Parcels Noon. Registration 1.45 p.m. Letters 2.30 p.m.	.....Tanda
Macao	.....Wing On 2.15 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 28th Sept. K.P.O. Parcels 4.30 p.m. Registration (Sept. 1st) 9 a.m. Letters (Sept. 1st) 10 a.m. G.P.O. Parcels 5 p.m. Registration (Sept. 1st) 9.45 a.m. Letters (Sept. 1st) 10.30 a.m.	.....Naldera
SATURDAY, SEPTEMBER 1.	
Macao	.....Wing On 2.15 p.m.
Shanghai and Europe via Siberia	.....Glengarry 6 p.m.
SUNDAY, SEPTEMBER 2.	
Swatow, Amoy and Formosa	.....Kishu Maru 9 a.m.
Hankow via Swatow	.....Kaying 9 a.m.
MONDAY, SEPTEMBER 3.	
Shanghai and Japan	.....Hakozaki Maru 10.30 a.m.
Shanghai and Dalny	.....Luchow 2.30 p.m.
TUESDAY, SEPTEMBER 4.	
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles—due Marseilles, 5th Oct. K.P.O. Registration 1 p.m. Letters 1 p.m. G.P.O. Registration 1.45 p.m. Letters 2.30 p.m.	.....Aeneas

Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN WILSON, business manager at 38, Wyndham Street, Hong Kong.

THE 'PLANE DISASTER IN PUGET SOUND.

WRECK LOCATED.

BODY OF MR. MACCALLUM SCOTT & OTHERS FOUND.

WELL-KNOWN M.P.

London, Yesterday.
Mr. MacCallum Scott, a prominent British politician, and his wife have lost their lives while flying as passengers in an aeroplane which left Victoria, British Columbia, on Saturday for Seattle. The distance was only 180 miles but all trace of the machine had been lost.

A message from Vancouver, received in London to-day, states that the missing plane has been recovered in 30 feet of water in Puget Sound, and the dead bodies of Mr. and Mrs. Scott and five other persons were in the cabin. Mr. Scott was visiting Canada partly on holiday and partly to collect material for a book on emigration and forestry.

He became a Member of Parliament for Bridgeton Division of Glasgow as a Liberal in 1910. In 1922, standing as a Coalition Liberal, he was defeated in that constituency by Mr. Maxton, the Socialist.

In 1924, he joined the Labour party, and became its candidate for East Aberdeenshire.—British Wireless Service.

MONEYLENDING.

CLAIM FOR PROMISSORY NOTE BALANCE.

VARIOUS PAYMENTS.

Before Mr. Justice Jacks, in the Summary Court yesterday afternoon, an Indian moneylender named Sundagat Singh, who was represented by Mr. C. A. S. Russ, claimed the sum of \$440 as balance due under a promissory note for \$640, from Mr. J. S. Landolt, of the Canadian Pacific S.S. Company. Mr. J. M. d'Almeida Remedios represented defendant.

The plaintiff said, in evidence, that he was first introduced to defendant in 1924, by a man named Ah Young. On November 3, of that year, the defendant borrowed \$640 of which \$200 had been repaid by instalments. When the note was drawn up and signed the defendant used the word "We" but, after signing, he crossed out "We" at the plaintiff's request and substituted "I." The defendant put his initials to the alteration.

An account book was produced by the plaintiff which showed various payments. He said that before the loan of \$640 he had lent the sum of \$100 on the joint signatures of Mr. Neves and Mr. Landolt. That amount had been paid back, but the note had been lost.

The plaintiff went on to say that he always went to see the defendant on the first or second day of every month when he was sometimes paid and sometimes not. He pointed out that Mr. Landolt had only paid \$2 in January, this year.

Cross-examined by Mr. Remedios, plaintiff said that he was introduced to the defendant in May, 1924, and within a few days he signed a joint note with another man for \$120, the amount actually lent being \$100 between them. They both signed that note. The next transaction was in June when the defendant personally borrowed \$135 and signed for double that amount. He again borrowed \$200 in September, 1924, signing for \$400. He also signed as a guarantor for a third party in May. On the May note, the defendant and Mr. Neves paid the money back at the rate of \$12 a month.

Plaintiff agreed that that May note had been paid off and stated that he had received back \$72 on the June note. That note had been lost.

Mr. Remedios: That is a very convenient explanation.

Mr. Remedios said he had evidence to show that the word "We" would bring in a friend of the defendant. They arranged for a loan of \$400 for which they signed for \$800, payable in monthly instalments of \$50 a month. That was in August, September and October instalments were paid, leaving \$640. On November 1 the plaintiff reported the note as lost and said he had made a report to the police to that effect. In view

THE PRINCE OF WALES AND WIRELESS.

VISITS RUGBY.

INSPECTS THE GOVERNMENT'S SUPER-POWER STATION.

ASCENDS THE MAST TOP.

London, Yesterday.
H.R.H. the Prince of Wales to-day visited the Government Super-Power Wireless Station, at Rugby, which is capable of communicating with any part of the globe and which serves *inter alia* for the worldwide broadcasting of British official news service and the telephonic service to America.

His Royal Highness arrived at the station unexpectedly, accompanied by his brother, the Duke of Gloucester. The prince inspected all the departments and showed a keen interest in the apparatus and in the transmission of messages.

The Prince of Wales then expressed a desire to ascend one of the masts, which are over 800 feet high, being the tallest in the world.

While his brother left to pay a private visit to a friend in the neighbourhood, the Prince of Wales was taken up the mast in an electric lift and on the platform on top, he remained for a considerable time enjoying the excellent view.

A strong wind was blowing and the mast, which is designed to withstand a wind pressure of 140 miles an hour, nevertheless swayed appreciably. When he reached the ground again, the Prince expressed delight with his experience. He said it was a wonderful station and that it was marvellous that telephonic communication could be established so easily between this point in the heart of England with America.—British Wireless Service.

GLACIER ON RIVER.

THREATENED FLOODS IN INDIA.

Simla.—Agriculture in the Punjab is threatened by the formation of a glacier on the River Indus at Leh, capital of the Ladakh district, in Kashmir. The river is dammed by the glacier, and the district of Leh is threatened with drought.

At Attock, in the extreme north of the Punjab, the volume of water in the Indus is increased by the union with it of the Kabul River, bringing down the whole drainage of the Southern Hindu Kush Mountains. If the glacier remains, the area between Leh and Attock will become arid, but if it bursts when, in the Attock area, the river is full, immense areas are likely to be inundated.

The Government of the Punjab are taking the precautions necessary to safeguard the interests of the cultivators, and, if necessary, the glacier will be blown up before the lower reaches of the river become full.

An inundation of the valley of the Indus, over 870,000 square miles in area, occurred in 1841, when a glacier formed over an accumulation of water in the Nubra district and burst owing to the pressure. The released floods poured over the Shyok Valley, drowning the entire Sikh army and carrying everything before them.

Another flood occurred in 1858, the river rising 90 feet in a few hours, and much property being destroyed. Protective works have been completed in the Dehra-dhar Khan district.

The Home Secretary declined to reprimand Albert George Absalom, aged 28, the murderer of Mary Allen, aged 26, at Liverpool.

It is recommended that Kenelton rates for the half-year be fixed in the £. s. reduction of 1d.

of that loss Mr. Landolt gave a new note, which he himself signed, and then asked his companion to sign, which he refused at that time to do, and asked for a letter of indemnity, which was given. The case was adjourned until the afternoon of Friday week, his Lordship making an order for mutual discovery.

PORT DARWIN AS AN AIR BASE.

A PREDICTION.

SIR JOHN SALMOND ON THE PORT'S RESPONSIBILITY.

AUSTRALIA FLIGHT.

Port Darwin Yesterday.
Sir John Salmond, who is making a round-Australia flight, in the course of his duties as adviser to the Australian Government on the re-organisation of the Air Force, in a speech at a reception, on his arrival here, said that it was quite possible that the construction of the Singapore Naval Base would throw considerable responsibility upon Port Darwin and that likely an Air Force Base would be created there.—Reuter.

POOR RELIEF TRICK.

TOBACCO INSTEAD OF GROCERIES.

At North London Police-court, Nellie Harron, a general shopkeeper, of Georges-road, Holloway, was summoned before Mr. Basil Watson for obtaining nine-pence from the Islington Board of Guardians by false pretences. James Andrew Cain, of Hope Cottages, Edengrove, Holloway, was summoned for aiding Harron in the commission of the offence.

Mr. Clifford Watts, who appeared in support of the summons, said that Cain was given an out-relief order for 14s. worth of groceries, and presented it to Mrs. Harron. One of the items supposed to have been supplied was flour, but as a fact one ounce of tobacco was substituted for the flour.

An official of the guardians stated that since 1920 Cain and his family had received £450 in relief. It was known to witnesses that tobacco instead of groceries was being supplied to persons on the rates all over the parish, but it was very difficult to get evidence to support a prosecution. In this particular case Cain had threatened to take his relief ticket elsewhere if Mrs. Harron refused to supply the tobacco. If he had done so it would have meant a considerable loss to her as a small shopkeeper.

Mr. Basil Watson said this sort of thing was a swindle on the ratepayers and also on poor children. If other cases came before him he should send the defendants for trial. The defendants were fined 40s. each.

JAPAN & TREATIES.

Question to Be Opened.

Tokyo, Yesterday.
As a result of the Cabinet's discussion of the Nationalists' second note, it is understood that the Government has decided to accept the Chinese demand for opening the question of treaty revision, after assuring itself that China is really sincere. As, however, there is still some doubt of China's sincerity, the Government will not issue a reply for the time being, as it does not desire to prolong the legal controversy over the interpretation of Article XXVI of the Treaty.—Reuter.

ROMAN FINDS.

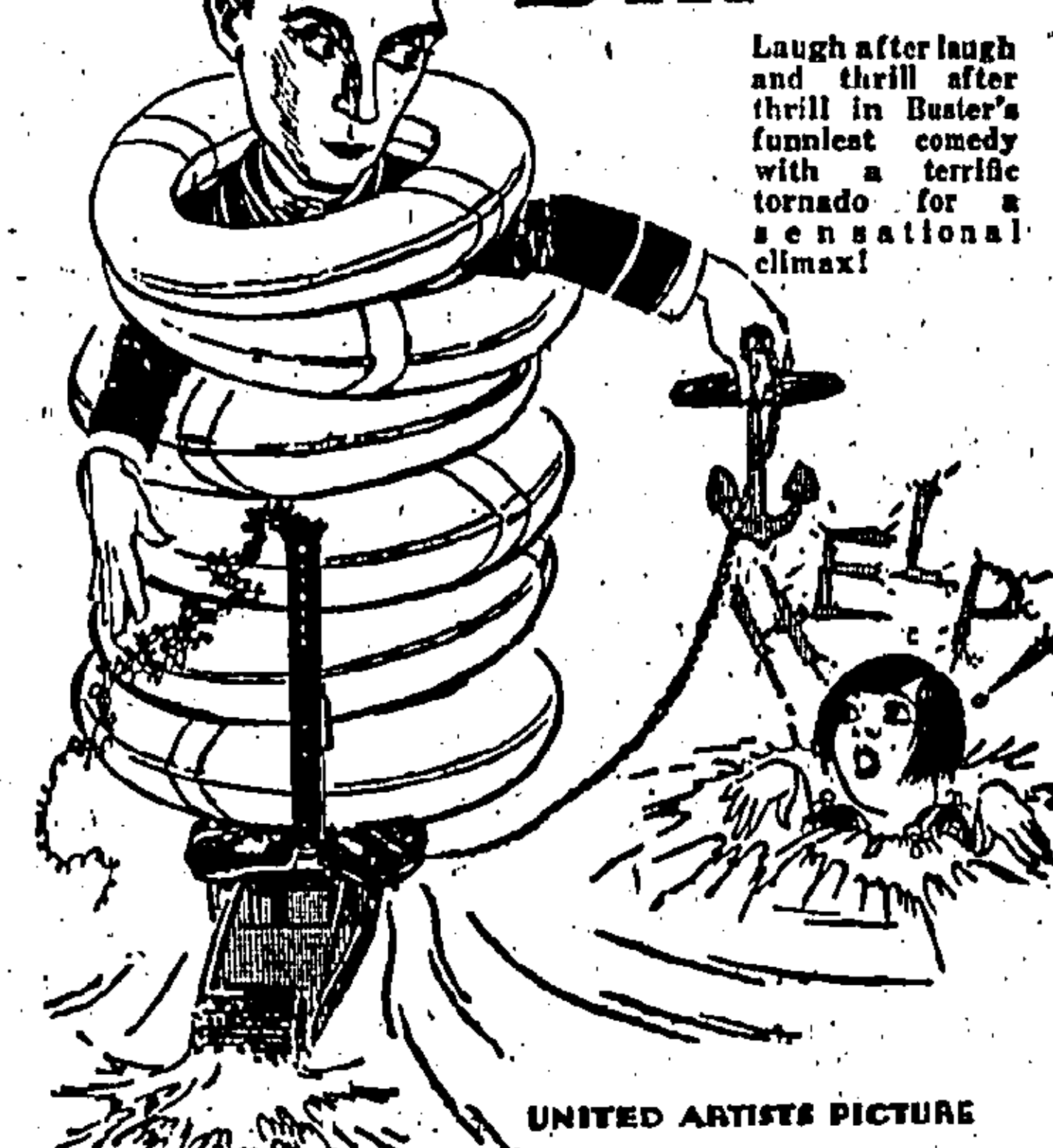
FORTRESS RELICS UNEARTHED AT YORK.

York.—During excavations in the centre of York a section of Roman wall, which formed part of the internal buildings of the Roman fortress, has been discovered.

There is a continuous, well-preserved wall, about two feet high and fourteen inches broad, across the excavation, and parallel with it are the fragments of two similar walls. These relics, situated not far from the site of the gate of the old fortress, probably belong to the third or fourth century. The discovery is regarded as of much value, as there are very few relics left of the interior of the fortress.

At an inquest at Leicester on ex-Police-Supt. Carson, who died while motor-cycling, a doctor stated that he had acute pneumonia and did not know it, and died from it.

Buster KEATON and Ernest TORRENCE in Steamboat Bill JR.



AT THE **QUEEN'S** TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

THE GLORIOUS SACRIFICE OF A MIGHTY PASSION!



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THE TELEPHONE GIRL

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